CYCLE NEWS®

WEST

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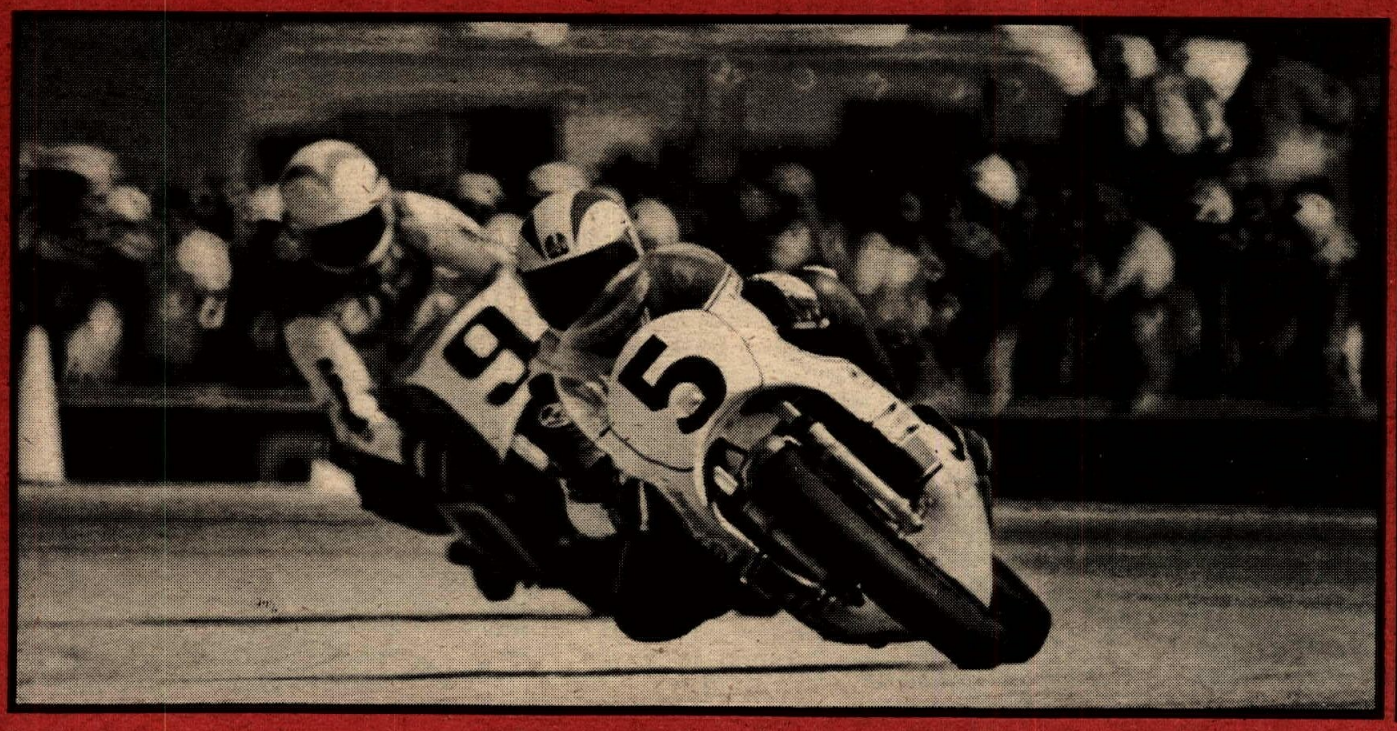

Everybody wants to win Daytona!

The question is, who will Daytona let win?

Cycle News talks with Marty Moates

Atlanta Supercross: Hannah again with a twist

Racing Yoshimura's 100-hp 845cc GS750

Riding the new Suzuki GS550

Preservationists attempt 240,000 acre land grab

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Exclusive to Papa Wealey — Randy Riggs is working for Cycle World. Not again — still. In the tradition of Mark Twain, rumors of Riggs' departure were, ah- premature.

California Air Resources Board has called a new motorcycle emission control hearing for March 24 at 10:00 a.m. in the Biltmore Hotel, Galleria Rm., 515 S. Olive St., Los Angeles, CA. The general purpose of the meeting is to bring California's 1978 emission standards into line with recently-announced Federal standards. If this is not done, motorcycle builders would be forced to certify bikes twice — to two different sets of standards — just to be able to sell them in California.

Is there a Sparton in your future? Not bloody likely unless you're an English privateer road racer. The Sparton is an all-British motorcycle based on the successful RG-series Suzuki fours. The "Barton" engines, creations of Barry Hart, are mated with Spondon frames in a "cottage engineering" project. Hart and his businessman sponsor Sid Griffiths look to have the finished bikes on the track by Easter.

1977 Morinis appearing in England have a single Grimeca front disc brake and the hub is drilled for a second one. The pegs have also been moved rearward a tad.

A BMW R100 RS coming at you at speed — is beautiful.

A.E. Keir-Nash's landmark study, the one that shows riders go to the National Forests for the same things as the posey-sniffers, is circulating higher and higher in the policymaking heirarchy, and it's getting some serious reading. Maybe this is why the Sierra Club & Co. are renewing their blitz against ORVs in in general.

Steve Gresham, one of only three Americans who have gained a permament foothold in international speedway, is signed for a full season of British racing with the Bristol team. Before leaving, Steve says he'll appear in the Florida speedway series this week.

Hakan Anderson has told the Spanish magazine Motociclismo that he plans a move to the 500cc World Championship class in 1977, riding the Montesa 360cc Cappra motocrosser. First 500cc round is April 17 in Austria.

'Oops'; The startling road racing photo in the TT500 test published last week was taken by Jim Cook. In the last-minute deadline rush, freelancer Cook's photo credit got misplaced.

Speedway Star, a British fan sheet, has named Steve Gresham to its Honours list of ten all-star riders. Columnist Eric Linden named Steve "Mister Junior" for his 1976 performances with the British League Newport team. Steve was "Mr. Comeback" in Linden's column last year.

A politician's reply is now worth something! Write a legislator on the off-road problem, bring his reply with you to a Family Enduro Association event and get a dollar. Dick Payne of the F.E.A. feels that letter writing is important and wants to show his concern.

The Continental Moto-sport Club (CMC) road race scheduled for April 3 at Willow Springs has been postponed to June 26 to avoid a conflict with the April 2-3 Long Beach GP.

The March 27 CMC road race at Ontario Motor Speedway in Ontario, Calif. will feature a special New Rider's Race. For just $5, riders who have never road raced can compete in the three-lap race. Special new rider-only practice sessions will be held before and after the regular morning practice sessions.

Here's a free offer for motorcycle racers and tuners from Larry Huffman, the well-known Mouth of Motorcycle Racing: microphone grooming seminars, "What to say in front of a mike and how to say it." If you're going to be famous, you need to know how to act famous, right? Seriously, Larry says he doesn't want to make a dime; he just wants to pass on some of his "mike sense" to riders and tuners who are going to have microphones shoved under their noses as the price of success. For more information on overcoming stage fright and winning in the press box, call Larry at (714) 498-0540.

The April 2-3 annual Rand Area Cleanup near California City, Calif. often boils down to a Motorcycle Owners, Riders, and Enthusiasts (M.O.R.E.) vs. four-wheeler-dominated Calif. off Road Vehicle Assn. (C.O.R.V.A.) to see which outfit can turn out the most participants. Last year the bikers turned out more vehicles, the four-wheelers turned out more people. This year, gift certificates worth about $1,500 in merchandise are being hidden in the cleanup area.

KCET, Los Angeles area Channel 28, will broadcast glimpses of California desert racers at 7:30 p.m. Wednesday, March 9. Highlights of the telecast will be SoCal MC's work party doing a course layout, and excerpts from the March 6 DRA Silver Bear, in California City.

MR. PIBB soft drink, in addition to its promotional involvement with the Atlanta Superbowl South, will also back the March 18-19 Supercross event at the Houston Astrodome.

The American Motorcyclist Association is looking for an Amateur Activities Manager — someone with an extensive background in motorcycling, a desire to travel, and a high tolerance for verbal abuse. The job involves coordinating amateur programs in motocross, dirt track, road racing and minicycle competition. Send resume in confidence to: Director of Member Activities, American Motorcyclist Association, P.O. Box 141, Westerville, OH 43081.

Why rely on the BLM alone to set up and promote California desert cleanup work? Individual Sierra Club chapters sometimes schedule trash "pack-outs" to remove litter from remote areas. The recent success of Orange County M.O.R.E. Chapter's Bikepack/Trail Ride (Feb. 13 to the Surprise Basin Petroglyphs) suggests an opportunity for individual clubs and groups to unilaterally combine work and play.

Vesterinen wins, Schreiber cops third in Spanish trial

TARRASSA, SPAIN, MAR. 6

Yrjo Vesterinen (Bul), defending World Trials Champion, at last put together a winning ride after watching Malcolm Rathmell win the three previous rounds. Martin Lampkin (Bul) was second; and American Bernie Schreiber, in only his second World Championship points ride, made it a Bultaco sweep of the top three placings. Rathmell, finishing seventh, continues to lead for the 1977 championship.

Conditions in this mountainous Spanish countryside were described a dry and sunny, which means that Southern California's latest gift to international trials felt right at home. In two rides, Schreiber has vaulted to seventh in the World Trials Championship standings.

Moto Club Tarrassa, the promoting organization, laid out two 50-kilometer loops of 25 sections each. There were several excellent river sections.

Results

SPANISH ROUND, WORLD TRIALS CHAMPIONSHIP: 1. Yrjo Vesterinen (Bul) 62.9 points; 2. Martin Lampkin (Bul) 76.2; 3. Bernie Schreiber (Bul) 89.4. Ulf Karlsson (Mon) 98.3; 5. Charles Coutard (Bul) 116.8; 6. Manuel Soler (Bul); 7. Malcolm Rathmell (Mon); 8. Rob Shepherd (Hon); 9. Nigel Birkett (Suz); 10. Thor Evertson (Bul).

POINT STANDINGS AFTER FOUR ROUNDS: 1. Rathmell, 49; 2. Vesterinen, 38; 3. Karlsson, 29; 4. Lampkin, 23; 5. John Reynolds (Oss) 20; 6. Soler, 17; 7. Schreiber, 16; 8. Shepherd, 14; 9. Coutard, 13; 10. Birkett, 11.

Hollister Hills users get it together, develop park plan

SAN JOSE, CA, MAR. 3

A user-group committee with balanced representation from motorcycle and four-wheeler clubs briefed California Department of Parks and Recreation staffers on their general development plans for Hollister Hills State Vehicular Recreation Area (SVRA) before a public meeting attended by 200. Art Vasconselos, committee organizer, introduced committee members one by one to explain points of their plan, then the committee stood as a group to field questions from the floor.

The bikers and the jeepers had long since decided that the Hollister Hills "Lower Ranch" was best used as a motorcycle area; and that the "Upper Ranch" would be used for club activities for both groups. This was made part of the plan; that the first and third weekends of each month would be set aside for four-wheeler activity at the Upper Ranch, while the second and fourth weekends would be for motorcycle events.

According to Vasconselos, "We could have a motocross, hillclimb and trials going on at Upper Ranch the same weekend without problems."

In other action, the user committee (representing 16 four-wheel clubs, 23 bike clubs, roughly 4,000 people) recommended siting a practice motocross course on a Lower Ranch hillside where the berms could be located to trap sediment and block erosion runoff; and proposed a 30-mile "family enduro" type loop within the park.

(Continued on page 46)

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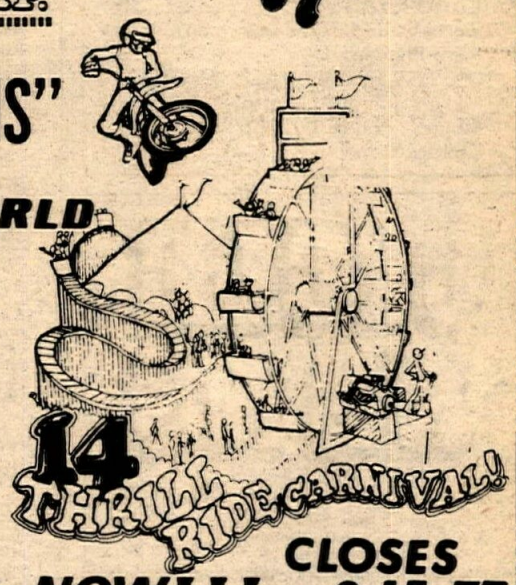

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ENTRY FORM

Rider's Name _____ Age _____

Street Address _____ Birthdate _____

City & State _____ 1977 NMA No. _____

Phone _____ Zip _____ New Members, number will be Assigned by return mail (See Otherside Note #4)

IMPORTANT: READ INSTRUCTIONS, OTHERSIDE

ENTRY FEES $15.00 PER CLASS.* IF TWO (2) OR MORE CLASSES ARE ENTERED, $10.00 PER CLASS. "POST ENTRY" - IF YOU ENTER THE DAY OF THE EVENT, RATHER THAN MAIL YOUR ENTRY, THE FEE WILL BE $30.00 PER CLASS. *PEE WEE & JR. CYCLE $8.00 ENTRY FEE.

CHECK (X) RIDER CLASS (SEE NOTE #6) NOVICE _____ INTERMEDIATE _____ EXPERT _____

ENTRANTS MUST HAVE 1977 NMA MEMBERSHIP 1977 NMA LICENSE $8.00

TYPE OF BIKE(s) TO BE RACED CHECK (X) PER ENTRY

BIKE CLASS	MAKE/MODEL	CHECK (X	BIKE CLASS	MAKE/MODEL	CHECK (X)
XR-75, 4 Stroke			*Pee Wee Stock		
0 to 83cc Stock**			*Pee Wee Modified		
0 to 105cc Modified			**Jr. Minicycle Stk.		
Powder Puff (Note #8)			Jr. Minicycle Mod.		
0 to 83cc Modified					
100cc Motorcycle			*Indian Mini Mini SEE NOTE #10		
125cc Motorcycle			**Entry into Stock Class must be Stock per NMA Rules		
TOTAL EVENTS ENTERED			TOTAL $$ ENCLOSED		

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SIGNED this _____ DAY OF _____, 1977.
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PARENTS SIGN _____ RIDERS SIGN _____

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Mail entries to:
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24324 Gilmore Street
Canoga Park, CA. 91307

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VOICES OF THE WEST

Hurt report disputed

As chairman of the safety divisions of two organizations, (Citizen's Council on Motorcyclists Safety Division and the Sierra Road Riders Association), I looked forward to the findings of the Hurt study. Some of the statements made are in line with our findings, but some show a lack of objectivity that worries me. In discussing gas tank problems he says, "Mr. Honda is thinking about the people who buy his motorcycles." That would imply to me that Honda changed design because of love and not because of a federal defects investigation (National Highway Traffic Safety Administration case C3-02) and several law suits, one of which resulted in a judgment against Honda of $135,000.

"--, it's the fact that today's motorcycle helmets are doing exactly the job they were designed to do — and maybe a little more." Does that mean those helmets that wobble, float, slap, and come off in a crash before the rider's head strikes anything were designed to do that? (Check UCLA crash films, check Walt Fulton, or ask any experienced rider.)

I agree that at the scene a driver may very well say, "I didn't see him," but have you ever checked his statement to his insurance adjuster or his friends or him when he is in an unthreatened condition and his remarks will be held confidential?

We find that the lights-on operator has many more opportunities to end up dead than his normally operating brethren. The AMA study and the Insurance Institute for Highway Safety studies also confirm this. You can't accuse the I.I.H.S. of being biased in the motorcyclist's favor. They want us shut down and have said as much. (See "Games Statisticians Play" in the September 1976 *Road Rider* Magazine.)

We are preparing a safety guide based on many studies including our own. The first rule will be, "Never trust anybody else for your safety."

On headlights we have this to say: "Don't use your headlight unnecessarily. Headlights should be on:

(1) If visibility of objects 1,000 feet or less is restricted (Approximately 12 seconds at highway speed).

(2) If more than 50 percent of the vehicles going in *your* direction have their lights on.

(3) If you can see your shadow 50 feet or more ahead in *your* lane.

At night dim a little earlier than you would if you were driving a car. If you should be so unfortunate as to have a machine that has turn signals lighted when the headlight comes on, make sure they are well shielded from your vision or, better yet, get the machine rewired.

On visibility this will be our statement: All the useful visibility you can get in daylight can be achieved by wearing yellow, orange, white, or pink at or above shoulder height. Don't count on it to help. The real rule is, *You are invisible except to the guy out to get you."*

Our studies on fatal accidents show that an alert, properly trained rider could have avoided almost all of them regardless of "fault." The main problems are getting the right information to the rider and overcoming the propaganda of those who are more interested in getting bucks than in the welfare of the rider.

Some of the statistical data I have seen remind me of the story of the budding scientist who tore the wings of a large number of butterflies and discovered it made them deaf — when he shouted at them they didn't fly away.

JIM LEONARD
Pleasant Hill, CA

Most motorcyclists do not wear yellow, orange, white, or pink at or above shoulder height when riding in daylight. It has been proven (NHTSA Motorcycle Safety Conference, San Francisco, July, 1973) that headlights increase conspicuity, and conspicuity decreases accidents. The hot tip is to be a helmeted rider with off-road and road racing experience; on a fast machine unemcumbered by windshield, saddlebags, sissy bar, crash bars, etc.; with the headlight on . . . Ed.

Honest man seeks Howard Hooper

I'm looking for the address of my super tuner, Howard Hooper, formerly of Sport-time Yamaha of Tarzana, CA, and last contacted in the Chicago area.

I heard that he moved back to California. I sponsor five kids on Yamaha minis and we run Howard's Sport-time kits, but haven't heard from him. I still owe him $36 from last year, and I would like to pay him.

DON VOLK
Rt. 1 Box 180
White Cloud, MI 49349

Grossi uses Simons forks

Regarding issue #7, Feb. 23; your article about the second round of the Florida series points out that Billy Gossi's RM370 "Sports Works Forks."

Please note: The forks are Simons (tubes, sliders, triple clamps, T-stem, internals, axle, and brake stay).

JOHN WELCH
Los Altos, CA

Randy Neal rode with Pete Kinney

I would like it known that at the recent Parker 400 race, fourth place Class 22 rider Pete Kinney did in fact have a co-rider — Randy Neal, who seems to always get aced out of *Cycle News* when he does well.

Not only did he ride 30 miles on a flat to complete the first Arizona loop, but had the second-fastest lap time on the final loop.

For future reference, co-riders not listed in the program may be easily obtained by checking the SCORE bulletin board at the start/finish area.

PETE KINNEY
Santa Ana, CA

Hurt report praised

Your two-parter on the Hurt report was excellent — by far your best effort in the area of information for the average motorcyclist. Dr. Hurt and his team and your Lane Campbell are to be congratulated.

With more of this type of objective investigation maybe both motorcyclists and non-motorcyclists can be made aware of those factors which have made street riding the high risk endeavor that it is. Let's hope the results aren't ignored by either the "helmets are a hazard" or the "motorcyclists are all crazy" factions.

Please keep us posted on the final report and the Federal Government's reaction to it. I'd like to feel safe riding on the street.

RICHARD E. JARBOE
Arvada, CO

TV shows and police harassment

As a motorcycle fanatic, I spend my spare time working on my scoot or even better, riding it, rather than watching the idiot box (TV). Once in a while however, (probably by mistake), they do show some motorcycle-related programs which I usually miss and only hear about the following day, from some TV freak at work.

It would be nice if you could spare an inch somewhere in your fine paper to print a schedule of any such programs that might be coming up, be it a movie like On Any Sunday or a film of the Hang Ten GP. I am sure that (unfortunately) it will not take much space but it would certainly be appreciated by a lot of TV-haters like me. Who knows, it might even be an incentive for the networks not to forget our too silent minority.

I enjoy your bike packing articles very much and the political/land management/R.V. parks line.

It seems to me that we are too silent in our effort to achieve recognition. Just yesterday I happened to be out in the desert near Palmdale, a place called Three Sisters, where for years campers, bikers, dune buggers, etc. enjoyed themselves. Suddenly yesterday the police caught up with us coming from all directions (a car, a jeep and a Chopper) and told us and the rest of the families that were camped there to leave and never return, that we were trespassing on private (unposted) property in L.A. County. They told us to move a few miles into another county and that we wouldn't be disturbed there — this was of course L.A. County police so all they wanted to do was pass the buck.

Why don't we do like the Civil Rights demonstrators and jam up the civic center with a few thousand trucks, jeeps, campers, trailers and bikes? Then maybe they'll decide to do something about us.

MAURICE E. MAURIZI
Granada Hills, CA

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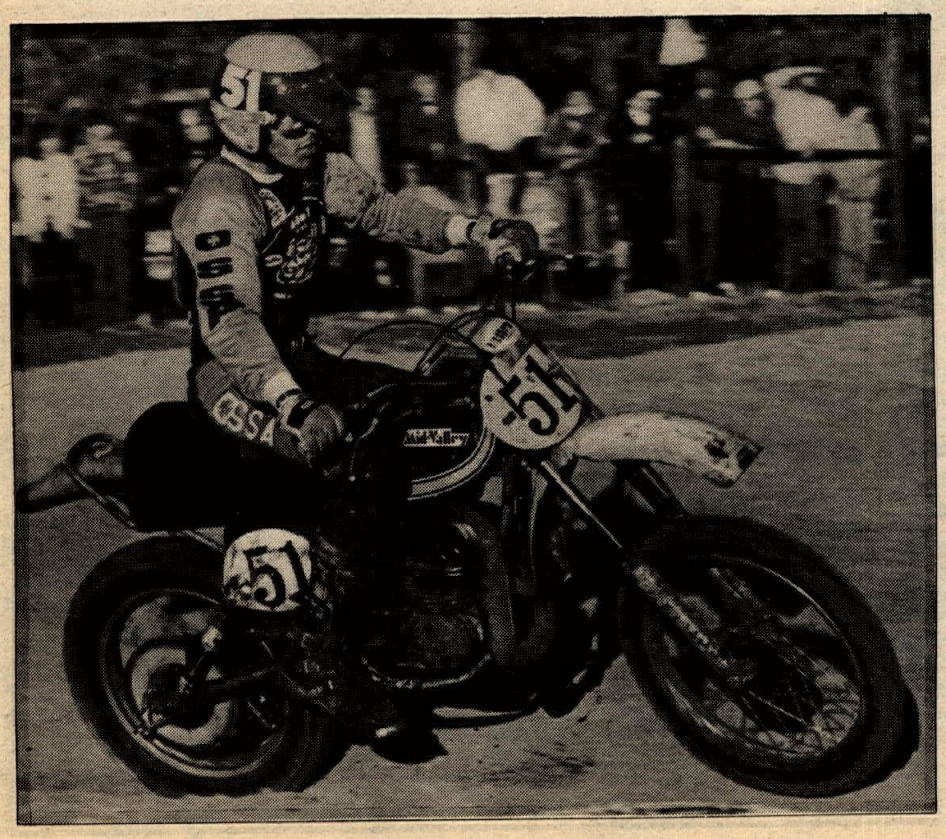
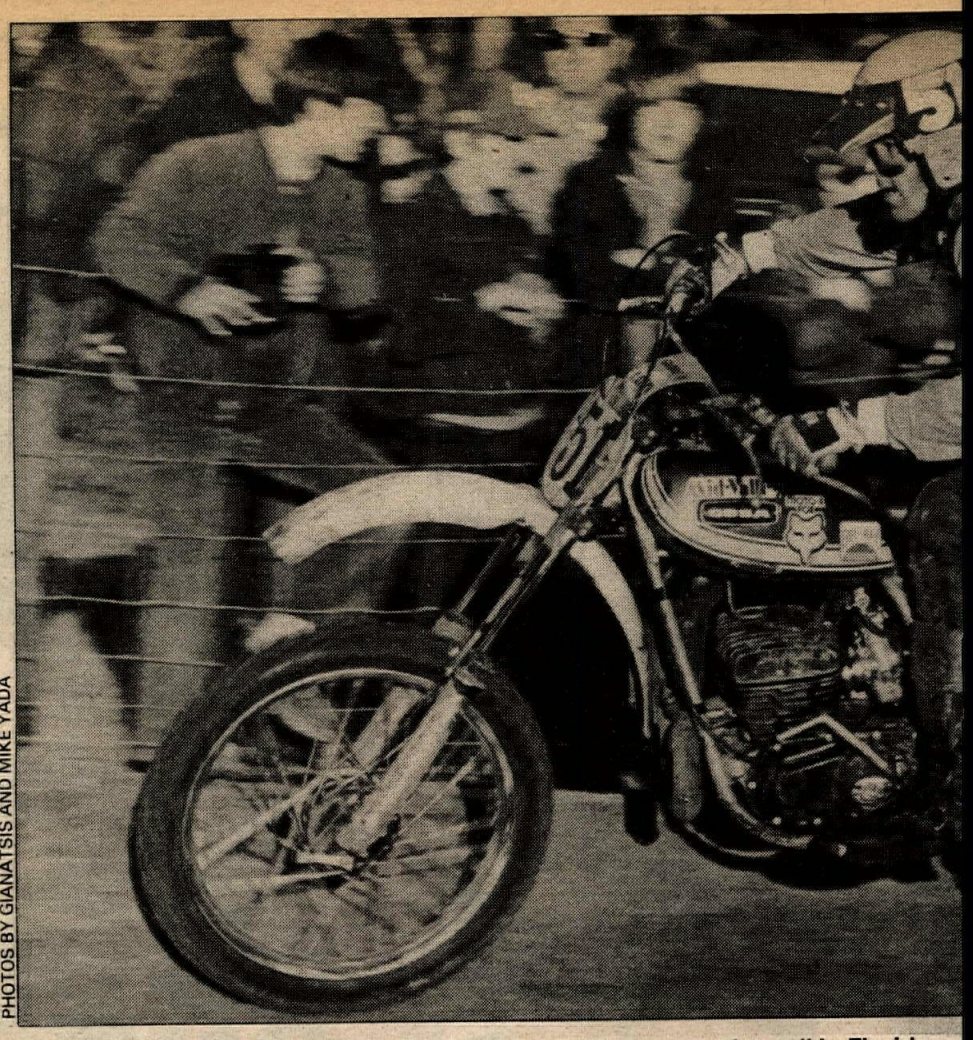
(Top and Bottom) Moates in action at the Winter AMA. (Center) Marty and mechanic Henry Gref await the St. Pete start.





PHOTOS BY GIANATSIS AND MIKE YADA

Marty Moates overcame incredibly bad luck in the past to do well in Florida.

Marty Moates:
From local 'shoe to factory rider

Shaking off a history of incredible bad luck, Marty Moates took third in the Winter-AMA Series 250cc class. He is personable, soft-spoken, easy-going, talkative. . .and very fast.

By Jim Gianatsis

I had forgotten all about Marty Moates. I had seen him race in the west coast Trans-AMA Support class races last year, and the 20-year-old rider from San Diego was impressive as he and his Mid-Valley Ossa fought it out with the factory supported riders.

That was just four months ago. Now it was February; the place, the 1977 Florida Winter-AMA Series. Marty was in Florida -- bikes and mechanic and all -- as Ossa's first factory rider to campaign on the entire AMA circuit.

Marty was proving himself to be the only rider in the Florida series' 250cc class capable of staying up with Yamaha's incredible Bob Hannah, even if it was only for a few laps before Marty bailed off or something happened to the bike. Still, he was getting closer to the "Hurricane" than Suzuki's Tony D or Billy Grossi could. In a year where the only question will be -- who can catch Hannah? -- Marty Moates was looking like a very logical answer.

Interviewing Marty turned out to be easy. The guy who looks as tough as Mohammad Ali ready to nail Howard Cosell in the mouth is actually a personable, soft-spoken and easy-going fellow. He also likes to talk a lot. All I had to do was sit back and let Marty and the tape recorder carry on a sort of one-sided conversation.

"I started racing when I was fourteen -- I talked my mom into it after taking her to see On Any Sunday. In my first two races I finished in last place on a Sherpa S that I had. The next two races, I finished third and really began to like racing. I tried really hard, and by the next year I had moved up to Expert. For the next two years I raced in CMC.

"I bought all my own bikes -- well, my mom did. We didn't tell my dad. He was in the hospital for two years and didn't want me to race. We didn't tell him. Now he likes the racing, but he thinks there's a better way to make a living. Like working.(Marty chuckles a lot.)

"I never did finish high school. Three years ago I came out for the Florida Series, and I quit high school so I could come out here. I was never very smart in high school and couldn't see continuing it if I planned to make my career racing. It wasn't going to help my racing. A factory's not going to say they don't want you because you didn't finish high school. So I talked my mom into letting my quit, and I came out here to race.

"That was in 1974, and I got a ride on Rickman with Marty Tripes. When I rode the bike the first week out here at St. Pete, it blew up. I rode it the next week, and it blew up again down in Hialeah. And then the next week I was doing really well, and then hurt my foot. I didn't race the next moto. Rickman then decided we were breaking too many bikes -- they kept breaking -- so we quit and they fired us all at the same time. We never made a dime from them and they never made anything from us.

"I liked Florida so much I stayed down here for six months. I met a

Earlier in his career, Moates rode Suzukis for Suzuki R&D and Miller Mano.

bunch of people. Steve Martin took care of me all that time, and I learned all the tracks. I had a Honda that I raced out in California that I had shipped out here. I had a mechanic that came out with me so we lived together. Just raced around.

"Then I kept reading about all my friends doing well back in California, so I bought a $100 car, and we just loaded the bike up in the trunk and we drove back. We made it back!

"I started racing back home, tryin' to get in shape and stuff. Mainly, just race the GP when it came in, and race whatever was local that was big. I never had the money or the experience or someone to back me with bikes to go anywhere. I finally did buy two 125cc CR Hondas and started racin' them. I did pretty good. Made a lot of improvements on the bikes. I like ridin' 125s because it's a lot of fun, but you have to work hard.

"That's when things started changin'. Bob Hannah got me a ride with Suzuki on the R&D team with him and we were both ridin' together. We won all the races. That was the summer of 1975.

"Then I started gettin' hurt. I got screwed up for like a year and a half. The throttle stuck on a test bike. They put out a bunch of bulletins after that -- that the throttles were going to stick on Suzukis. (Note: The problem on early A model RM 250 and 370s has since been corrected). I was the first one and they didn't believe me -- Naw, the throttle didn't stick." But it stuck alright.

"And then I had a broken hand. I decided to take up skate boarding. I was going down this slalom and started to fall so I put by broken hand out of the way and broke my collar bone. I got those healed up and I went out on Suzuki again. I hadn't raced yet. I was just gettin' back into it testing bikes for Suzuki. I was out at Saddleback and it was real muddy. I went off this jump and the bike stuck. I flew over the bars and broke my shoulder and dislocated it.

"That healed up again. I just kept working as hard as I could just tryin' to get in shape. I took it like a vacation instead of being hurt. And then I came back and was doin' really good. Suzuki said they were going to send me to the Nationals, and then at the last moment they decided, "Naw, we don't have any bikes for you.' They gave the bikes to Jeff Jennings. I got Billy Grossi's practice bike two days before Hangtown. I did everything I could to it. Miller Mano put some parts on it. So we went out there and in the first race, it broke. So Dave Miller gave me the motor out of his 125 and I put it in my Suzuki. Hannah got first, Danny Turner got second and I got third.

"That's when I did really good, and Suzuki said they wanted to send me to the next National in Michigan. But when Michigan came up they said, 'No go.' I decided I'd had enough, and told Suzuki in really good terms that I wanted to go race the Nationals and not just local. I started riding for Broc Glover's dad, and he took me back east to a National where I got first privateer. I got sixth. Then we came back and he decided it cost too much to race the Nationals so he said, "Forget it.'

"I was out; no ride, no nothin'. There was a good friend of Mr. Glover's that I'd met, Bill Lansbury. He bought me a bike, and we went to the next National. But it started all over. It blew up in the first qualifier. It blew up in the consolation. So I didn't get to qualify. We had gone all the way back east for nothin'. I paid my own way and everything.

"Drivin home the next night, I was sleepin' and this friend was drivin'. There was a spare tire off a semi truck, rim and everything, lying in the middle of the freeway. He didn't see it in time and he whipped the steering wheel and we hit it and it three us down this big ditch. I went flying forward and broke my forehead. It smashed a nerve in the wreck. I went to the hospital and the doctor said, 'You're OK,' but a month later I was scratching my forehead and got a shock from the nerve. I went back to the hospital and they took X-rays and I had a broken forehead. They had to go into immediate surgery. I finally got that all straightened up.

"A month later was the Superbowl, and I rode a Miller Mano Suzuki. Got third overall in the 500cc Support Class. That's when I started training hard again and tryin' to be careful. I haven't gotten hurt since then. And I didn't have any bikes. I had a friend, Dan Steel, who had a bike and he loaned it to me for two weeks. I started doin' good so I bought it from him. I was tryin' hard and doin' really good. Then I was talkin' to Marie del Atorie at Mid-Valley Cycle and she said she thought she could get me a bike. She called KTM, and they gave me a bike through the shop.

"I raced the KTM on a Saturday and it broke, so I took it back to the shop to get it ready for a race on Sunda. Kenny Zahrt came into the shop that day, and he'd decided to quit riding for Ossa. So they said I could race Kenny's bike also that Sunday. I went out there, all pumped up. I won all the 500cc races on the KTM at Indian Dunes. In the 250 class on the Ossa I came from dead last to second in the first moto, and did the same thing in the second moto passing John Hateley for the lead. Then I bent the shifter in a berm.

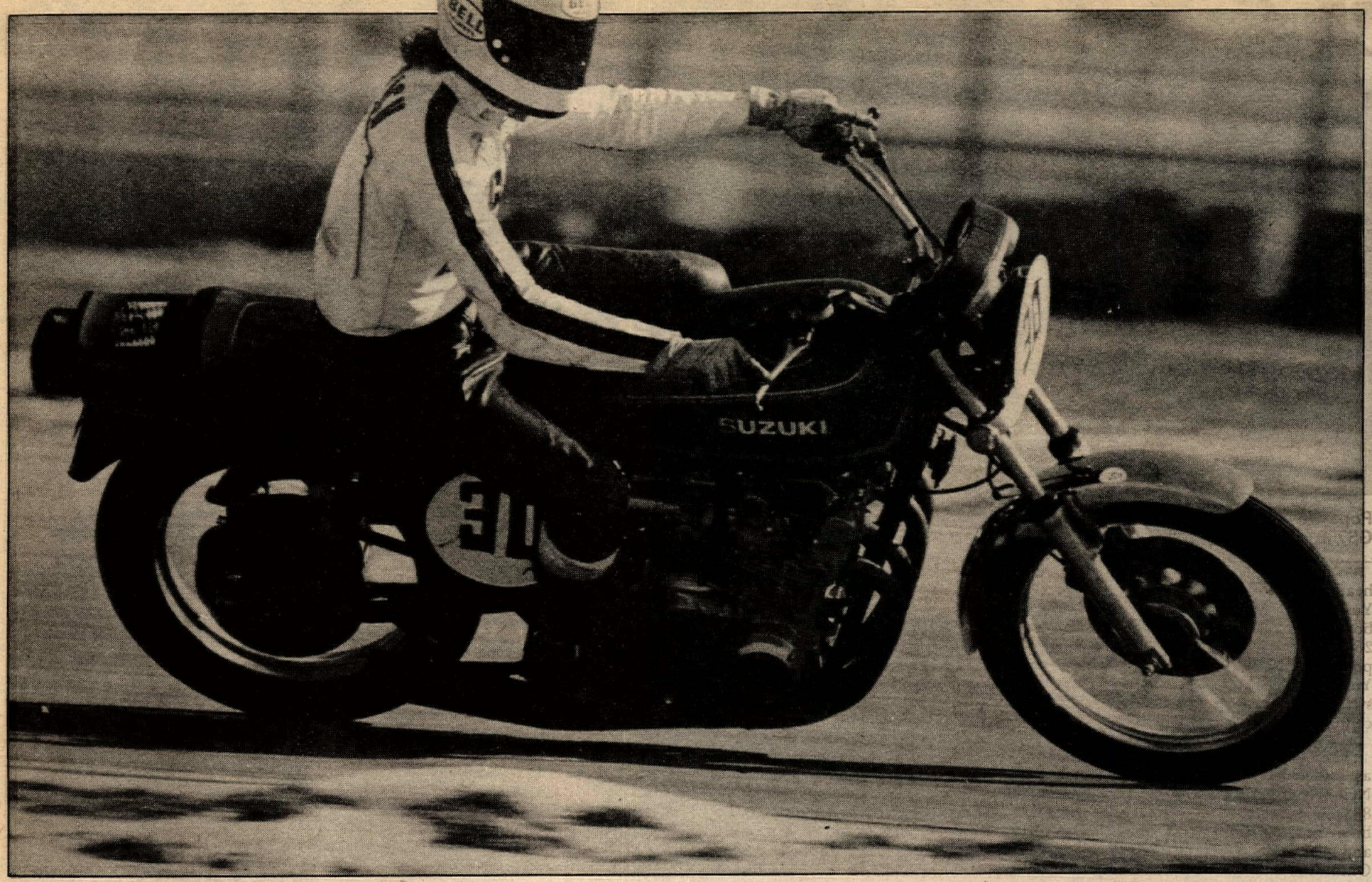
"Ossa knew I was tryin', so they sent me a bike for the Trans-AMA and hired Rocky Williams as my mechanic. We cherried the bike out some, but those Ossas just work so good. We had two bikes to race the Support class at the four west coast Trans-AMAs. At Saddleback, I had so much pressure on me because I knew if I didn't do good, Ossa wouldn't let me go to any other races. In the first moto I finished ninth. I came in for the second moto and I said to myself, 'I don't care. Big deal. I'm gonna ride the way I ride.' That's when I came from the back and got a third behind Danny LaPorte and Warren Reid. I went up to Puyallup next and got second overall behind Ellis. I was gettin' used to the bike. Ossas work so nice. I likes Suzukis; they were my favorite bike until I got on Ossa.

"The best thing about the Ossa is the way it handles. When you hit a bump, especially with a Japanese bike, the back end handles so quick. You don't have enough response to straighten it out. With the Ossa you hit a bump and you always know what's going to happen. Like, if the back end bounces way far out sideways, it bounces so slow you can correct it in time so you don't crash. It's just really neat the way it works. The front end of the bike is really light. I just use Fox AirShox on the bike and it works really great. Otherwise it's stock. I tried Marzocchi leading axle forks because everyone was saying how good they were. I tried them a couple of weeks, but I got just too much flex. I'd get into a berm and want to turn and they'd drift to the outside. So I decided to use the stock Betors. That makes Ossa happy, and they work better, too. Everybody thinks things are better because the pros use them. Ellis uses Marzocchis, but he doesn't have the stock triple clamps. When they come out with good triple clamps they'll be good forks because they do dampen well.

"Ossa is treating me very well this year. They pay all my expenses: gas, food, lodging. They give me two bikes and all the parts we need. My mechanic is a really nice guy, Henry Gref, who's been on the circuit and knows what he's doing. For Daytona and the Supercross Series they're sending me a works bike from Spain. I don't know what it will be like, but it has to be pretty good to be better then the production bike. They have a prototype Open bike they said they's try to have ready for the 500cc Nationals. I think if I do good they'll make sure they get it over here in time.

"The other full factory rider with me is Greg Robinson. He's really fast in California, but hasn't quite adapted to this Florida sand yet. Real soon though, he should be doing good. I like the bike, and I like the people at Ossa. This year they really want to get into racing seriously. I know we can do a good job. I've had some other offers, but right now I want to stay with them and do the best I can."

Yoshimura 845cc GS750 Suzuki:



(Above) Before the apex of this practice turn, the Suzuki isn't dragging the pipe. . .yet. (Below) "Open GP" is open to about everything. Note the flattened end of exhaust pipe on the bike's right.

PHOTOS BY JIM COOK

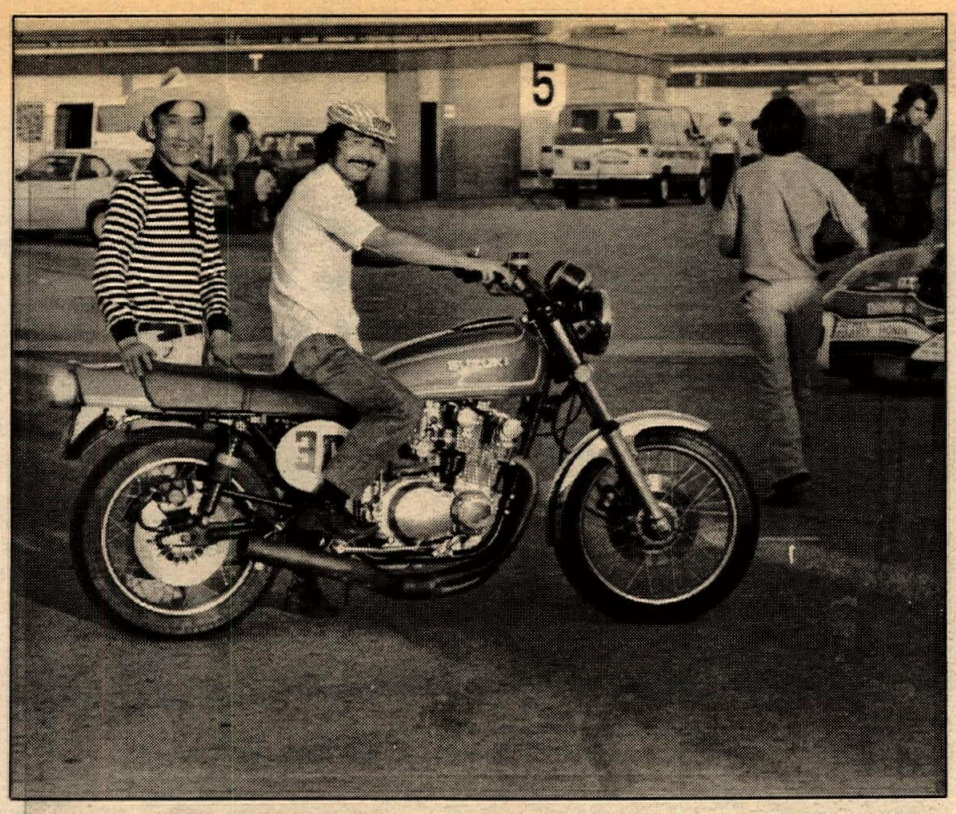
100 horsepower and fine handling make a competitive road racer — and a very satisfying street bike.

Fast, powerful modified street bikes that go like hell on the racetrack are nothing new. Lots of different tuners have built mild-mannered streeters into wild-eyed screamers that tear up the drag strip and wail around the road race circuit like rabid banshees.

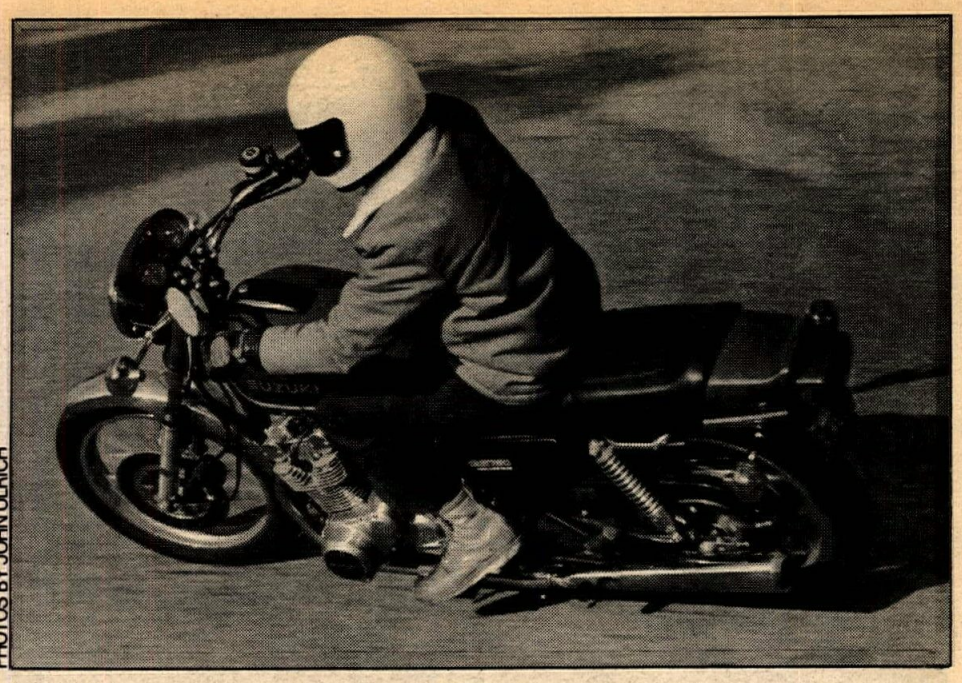
The Yoshimura R&D of America 845cc GS750 makes about 100 horsepower (a gain of 40 bhp over the stock 60 bhp); turns 11.52-second elapsed time, 118.57 mile per hour standing start quarter miles using stock gearing and tires with an inexperienced drag racer aboard; and indicates 140 miles per hour on the speedometer at the end of the Ontario Motor Speedway straightaway. What sets this bike apart is the fact that it makes a very satisfying — although expensive — street bike as well.

The combination of an incredibly-strong motor and the sure handling of a GS750 is a winner. Similar machines have won Open Production and Open Superstreet races at Ontario, and run as strong as all but the very few fastest modified Z-1s and KZ1000s. With accessory shocks bolted on, the bike exhibits none of the ferocious wobbles that plague most big-bore street-bikes seen on road race courses.

It costs about $1,000 to hire the Pops Yoshimura crew to turn a stock GS750 into an 845cc power monster. The price includes 69mm three ring pistons (stock bore is 65mm); Yoshimura Road and Track cams and



Pops (left) and Fujio Yoshimura have good reason to smile. Their 845cc GS750 is a winner.



PHOTOS BY JOHN ULRICH

With stock pipes, the 845cc looks showroom-stock, but screams above 6,000 rpm. It's more pleasant to ride with the Yoshimura exhaust system.

heavy-duty valve springs; four Yoshimura/Mikuni 29mm smooth-bore Supercarbs (stock Mikunis are 26mm); cylinder head porting and polishing and valve lightening; and a Yoshimura four-into-one exhaust system that allows the use of the centerstand.

The money buys a motorcycle that is as fast in the quarter-mile as Cook Neilson's AMA Superbike Production 883cc Ducati Desmo was in 1976; a bike that, with the stock pipes, can and has won Open Production at Ontario; a bike that beats all but a few Superbike Production machines in handling, acceleration, and top speed.

On the street, we never saw anything that could touch the handling/horsepower combination.

We tested the Yoshimura GS750 in two forms. First, with the stock pipes, and then with the exhaust system.

With the stock pipes, the bike is the sleeper of the year. The only suspicious-looking thing is the set of four velocity stacks protruding from the smooth-bore 29mm Mikuni carbs. As we rode it, the bike looked stock, and, at cruising speeds, sounded almost stock.

With no air filters or intake baffling, the machine illustrates just how noisy an intake system can be. At small throttle openings, like when cruising down the freeway at 4,000 rpm and 65 mph, the motorcycle sounds almost as quiet as a stocker. But grab a handful, and a great roar signals the rush of air down the smooth, round carburetor throats.

With the stock pipes, the bike turned a 12.44 elapsed time quarter mile at 102 mph. Below 6,000 rpm, it is impossible to grab a bunch of throttle without the engine staggering and bogging. Gassing it above 6,000 rpm, or rolling on the gas below 6,000 rpm, the motorcycle will surge forward strongly and smoothly. About 7,000 rpm, horsepower explodes the bike forward and rockets the tach needle to the 10,500 rpm red line as fast as the rider can shift. At the drags, slow starts are made up for by a great rush of high-rpm, higher gear acceleration.

With the hand-bent Yoshimura exhaust system, the bike turned a string of 11-second quarters, ranging from 11.99 to a best of 11.52, ridden by a rider with little drag racing experience. The exhaust system makes a big difference on the street, too. At normal speeds on the freeway, the exhaust note is subdued and non-intrusive, barely louder than wind noise in the test rider's Bell Star helmet. Above 6,000 rpm, the exhaust note is . . . authoritative at best, loud at worst.

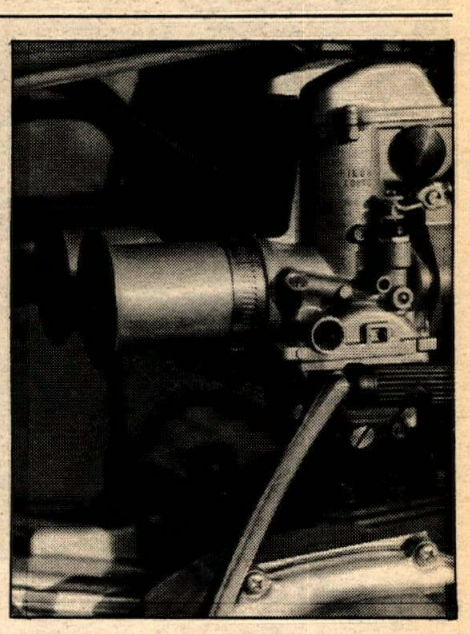
More important, the engine doesn't stagger when gassed hard below 6,000 rpm. After in-town and freeway riding, the spark plugs will foul, and the engine will burble and misfire at lower rpm if the rider grabs a handful of throttle. But if the throttle is rolled on, or if the bike hasn't been just ridden at low rpm, the response is crisp above 3,000 rpm.

Below 6,000 rpm, the bike runs like a healthy stocker. Above 6,000, it is a bullet. Even when the plugs have loaded up after low-rpm riding, the engine will clear out and take off almost instantly if it is turned on over 6,000 rpm.

On the racetrack at Ontario Motor Speedway, the bike's horsepower made up for bad starts, blasting through the pack and into second place (behind another Yoshimura 845cc GS750) before the banking on the first lap. The hand-bent exhaust pipe, which allows use of the centerstand, seriously limited ground clearance on the right side. On the street it was rarely noticeable, but on the track, it soon was ground and smashed into a half-round shape from scraping the asphalt and showering sparks in right handers. Once, when the pipe grounded hard in the fast esses coming off the Ontario banking, the rear wheel broke loose and the big Suzuki slid toward the outside of the track. While scary, the slide was controllable and the rider did not crash. The handling of the big Suzuki makes a difference.

When running on the racetrack with the exhaust baffle removed, backing off and holding at about ¾ throttle would send the engine into a fit of staggering misses. The solution was simple — gas it hard or get completely off the gas. In theory road racers are supposed to always be either full on the brakes or full on the gas, but there are times that doesn't quite work out — like halfway around a third-gear sweeper with the exhaust system dragging. Maybe our test rider needed more courage.

The worst part about racing the bike was trying to use the rear brake without locking up the rear wheel — the Suzuki disc is too sensitive, locking up and sending the rear end bouncing and hopping sideways in a frantic dance. Lap times improved as soon as the rider stopped using the rear brake.



29mm Yoshimura/Mikuni smooth-bore carbs and velocity stacks roar at large throttle openings.

But this is a test of Yoshimura's engine, not a Suzuki GS750. Apart from the rear brake, the GS750 enhances the total package, an exciting, powerful package of horsepower and handling.

With 100 horsepower, a non-offensive (at legal speeds) exhaust note, and the good handling of a GS750, this Yoshimura 845cc motorcycle is a competitive Open class street-based road racer — and a very satisfying street bike.

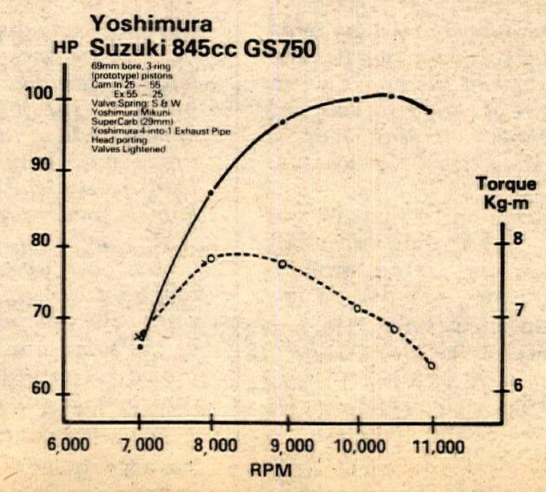
You can get more information from Yoshimura R&D of America, 5517 Cleon Ave., North Hollywood, CA 91601, (213) 985-2331. ●

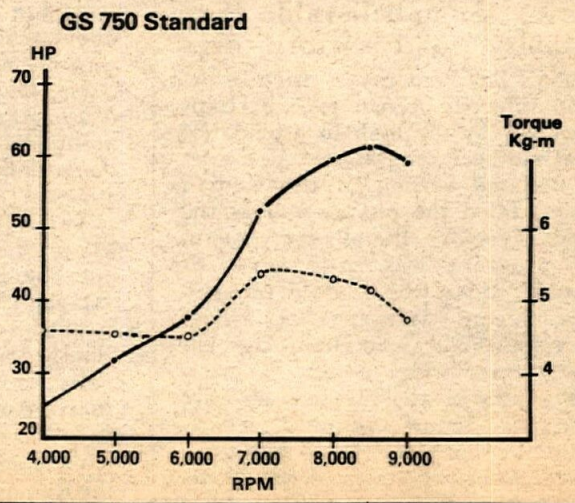
Yoshimura Suzuki 845cc GS750

RPM	HP	Kg-m	(Ft-lb)
7,000	65.97	6.75	(48.82)
8,000	86.99	7.79	(56.34)
9,000	96.98	7.72	(55.84)
10,000	99.54	7.13	(51.57)
10,500	100.46	6.85	(49.55)
11,000	97.81	6.37	(46.07)

GS 750 Standard

RPM	HP	Kg-m	(Ft-lb)
4,000	25.65	4.59	(33.20)
5,000	31.91	4.57	(33.05)
6,000	37.80	4.51	(32.62)
7,000	52.20	5.34	(38.62)
8,000	58.48	5.23	(37.83)
8,500	61.10	5.15	(37.25)
9,000	59.38	4.72	(34.14)





PHOTOS BY JIM GIANATSIS AND MOREY

Terry Clark has a face full of determination as he leads a competitor out of a corner.

(Above) Robert "Hurricane" Hannah — when will he be stopped?
(Below) Tony D and a Honda team member rocket of the Goal Post Jump.

AMA Supercross Series — Round one

High energy happening falls to Hannah

By Charles Morey

ATLANTA, GA, MAR. 5

At least half the 45,873 people who ignored steady drizzle and jammed the Atlanta Stadium's MR. PIBB Superbowl of Motocross didn't know what they were watching, at first. But by the time the final moto ended — with Yamaha's Bob Hannah scoring an unbelievable last-possible-second victory over Honda's Jim Pomeroy — they knew.

An electric tenseness, perhaps generated by the mob in attendance (who had been programmed to expect an updated version of the Roman games) filled the pits as well as the stands. Everyone, literally everyone, in the program was in a go-for-it attitude. Riders who were still pumped from recent Winter-AMA Series success still rode an adrenalin high left over from Florida. Others, in their first action of the '77 season, were fresh, anxious and optimistic. There would be no free wins tonight.

The overall speedtrip theme of the evening must be attributed to a skillfully blended combination of the proper individual pieces. Larry Huffman was one. At once an informative announcer and a madman with the ability to incite riot if he so chose, Huffman had the crowd on its feet for the start of the first qualifying moto. Remember. At least half of them didn't know why. Or what to expect.

The sole exception to the rule was Marty Smith. "I just didn't feel safe out there," Marty stated quietly. "Maybe it's just me — I don't know — but I didn't feel safe." He may simply have been in a "down" state of mind. He may have seen the TV spot that pictured his violent endo at the L.A. Superbowl. Or he may have just felt too much like a Christian before the Roman-like audience.

Other non-starters were Pierre Karsmakers, Jimmy Weinert and Billy Grossi. Pierre showed up but crashed in practice, badly bruising his left thigh muscle. One of the man-made whoops pitched him off and, "the swingarm landed right on my leg." He intends to ride Daytona. Weinert was still recovering from his ABC Superstars training injury (he hurt the tendons in his left arm). He, too, plans to ride Daytona. Billy Grossi suffered a bruised kidney in a Winter-AMA get-off and chose to sit out Atlanta but expects to compete at Daytona, too.

Steve Somers, weekday evening sportcaster at WXIA (Eleven Alive) TV, said on the air that going over a jump on a motocrosser was the sort of thing that anyone could do. Next thing we knew, the station's P.R. department had him accepting a challenge to clear the track's Goal Post Jump during intermission. He doesn't ride. A semi-organized training program was set up where Somers soon discovered that it was beyond his ability to master. Frightened, he listened as an advisor instructed him to bail off the back of the machine as it left the ground, then slide down the bank as the bike nosed into the opposite side of the chasm. Following a drawn-out, boring series of "funny" lead-ins to the eventual attempt, Somers finally proved once and for all that a soft, middle-aged body can't always back up the claims of a quick tongue. He plopped off halfway up the ramp; the bike wobbled up to the lip of the jump and toppled over as the crowd continued to boo the controversial commentator.

Following the National Anthem and the accompany fireworks, the first 20 riders in the field of 80 lined up for the first qualifying moto. Immediately apparent at the start of the first heat race was that Hannah would be among the money makers. Giving National Racing Manager Ken Clark headaches, Hannah insists on riding his YZ250D production machine. And, although down on power from his competitors' works machinery, Hannah keeps on winning. He pulled the holeshot amid the stadium's fireworks and a roar from the Huffmanized crowd to lead all ten laps. Honda's Tommy Croft held second early in the moto, but Marty Tripes gassed his works Harley-Davidson into second before the checkered flag. Croft, third led other qualifiers Fred Vertucci and Steve Stackable.

Qualifier moto two pitted Superbowl champ Jimmy Ellis on his Can-Am against Kawasaki's Gary Semics and Honda's Jim Pomeroy. Semics grabbed an early lead with Pomeroy and Ellis attached determinedly to his tail. The aggressive three-pronged wedge slid, skittered and banged bars around the tight stadium course for three laps before Semics finally slipped under the pressure and spun out. Pomeroy was also destined to slip up — twice, in fact — before the end of the race, just barely making the final moto with a fifth place finish. John Savitski, riding his Bevo Forte tuned FMF Suzuki, came up from around tenth place to score a spot on the final event starting line with a second behind Ellis. Third and fourth went to Husky's new factory rider Chuck Sun and Maico's favorite son Gaylon Mosier.

Heat three in the qualifiers saw Husqvarna's 500cc National Champ Kent Howerton take an instant lead

(Above) Danny LaPorte side-by-side with a slightly unsteady competitor. (Inset) Jim Pomeroy had the lead in the final until the very last moment. (Below right) Kenny Zahrt won the consolation race.

with Bultaco factory rider Kenny Zahrt and Yamaha's Winter-AMA Open winner Rick Burgett pushing hard. Georgia's Brad Wallace held third over Montesa rider Mickey Kessler. Midway through the short moto, Zahrt bailed off on one of the high banked turns, and his machine refused to restart. On the same lap, Burgett also slipped down with another rider, but got going again quickly. Then, only two laps from the end, Howerton dropped out. The fuel petcock on his Husky's tank broke off, starving the motor. Brugett was left with the win; Kessler worked up to second. The Ossa duo of Greg Robertson and Marty Moates filled third and fourth, while Brad Wallace rounded out the top five.

Team Kawasaki's Terry Clark led the fourth and final qualifying moto with Team Suzuki's Tony DiStefano, Dennis Brand, Johnny Borders and Harley-Davidson's Rex Staten in pursuit. Winner from start to finish, Clark continued his present streak of hard, fast riding. DiStefano stepped off once but maintained second place while Staten worked up into third. Brand took fourth as Suzuki's Danny LaPorte shot up into fifth after an eighth place start.

Gary Semics and Tony Summey placed first and second in the first semifinal, thus transferring to the final. Jeff Jennings and Johnny Borders did likewise in the second semi.

All that had gone down was, by now, anti-climactic. A place anywhere in the top five in the heats or in the top two in the semis had been good enough. No money had been earned, only a berth on the starting line for the money paying motos. Following Kenny Zahrt's consolation moto win for Equipo Bultaco, the feature event of the evening began.

Gary Semics, not a heat winner but the man who slipped and finished sixth in his qualifier, stole the holeshot. Still hot from his semi win, Gary put his prototype Kawasaki out in front with Ossa's Greg Robertson, Suzuki's Tony D, Yamaha's Rick Burgett and Honda's Jim Pomeroy waiting for a mistake. But Semics held firm. Robertson dropped way back on the opening lap; the mob closed the gap where he'd been.

Gary Semics was absolutely flying. On the short one-minute-per-lap track he built up a large-looking lead of eight seconds, but it was not to last. Things were happening fast behind him.

Bob Hannah, starting slowly around ninth, was also cutting some very quic times as he worked through the pack. Yamaha teammate Rick Burgett held second for two laps before dropping back to seventh in one quick mistake. On the same lap, Pomeroy got around Tony DiStefano into second place and started closing the gap on Semics. Hannah by now was in fifth behind Ellis. He bobbled once, dropping two spots, but regained them quickly.

Lap six showed Semics out in front of Pomeroy with DiStefano third. Tony fell on the next lap, and Hannah moved into the empty slot.

Once in third, Hannah closed on Jim Pomeroy and a battle began that would carry them up to Semics. The close-formation duel became a three-way affair as "Hurricane" Hannah and Jim Pomeroy swapped placed repeatedly, reeling in the leader.

Two laps from the finish, Gary Semics' race ended. "The chain broke," the disgusted rider said, shaking his head in disappointment.

Pomeroy appeared to have it made. Not by a sizeable lead, but he seemed capable of holding off Hannah. But there was one last twist. On the final

turn of the last lap — not more than 40 feet from the flagman — Jim Pomeroy stopped.

"There were two lapped riders ahead of me. Both were taking the high line on that banked turn, so I went under them. Then, one cut down! I grabbed the brakes — locked everything up — and stalled."

While Pomeroy restarted, Bob Hannah rolled in, an easy winner. Jim came across second; Jimmy Ellis took third. "I haven't lost one that close before," Pomeroy said, attempting to sound only slightly disappointed. "What more can I say?"

"I thought I was lapping him!" Hannah admitted, surprising everyone afterwards. "I lost track of where I was after I fell, and I thought Jim was a lap down. I was yelling at him to move over!"

Results

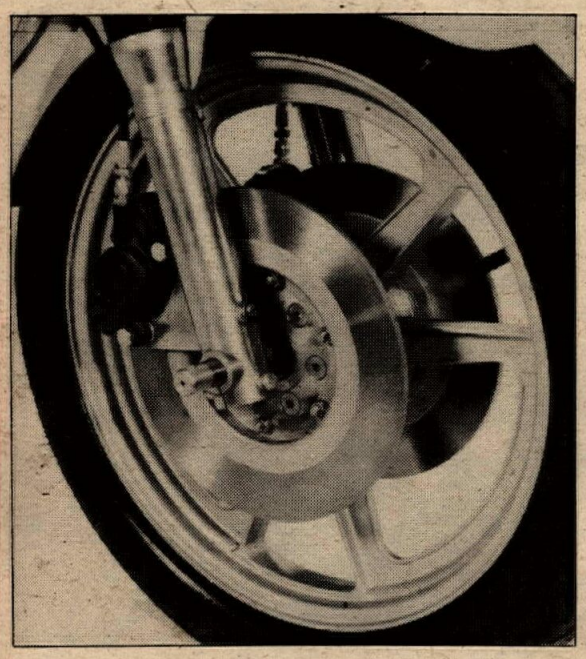
20-LAP FINAL EVENT: 1. Bob Hannah (Yam). 2. Jim Pomeroy (Hon). 3. Jimmy Ellis (C-A). 4. Tony DiStefano (Suz). 5. Steve Stackable (Mai). 6. Chuck Sun (Hus). 7. Rick Burgett (Yam). 8. Danny LaPorte (Suz). 9. Tony Summey (Yam). 10. Marty Tripes (H-D). 11. Greg Robertson (Oss). 12. Rex Staten (H-D). 13. Tommy Croft (Hon). 14. Gaylon Mosier (Mai). 15. Mickey Kessler (Mon). 16. Dennis Brand (Suz). 17. Monte McCoy (Suz). 18. John Savitski (Suz). 19. Ferdinand Vertucci (Suz). 20. Jeff Jennings (Suz).

15-LAP CONSOLATION EVENT: 1. Ken Zahrt (Bul). 2. Mike Gillman (Suz). 3. Denny Schwartz (Mai). 4. Mark Barnett (Suz). 5. Pat Moroney (Pen). 6. Dickey Nowell (Pen). 7. John Ayers (Mai). 9. John Borders (Yam). 10. Barry Higgins (Oss).

NEW PRODUCTS

Not another snail pipe!

Yes, another snail pipe. This one's for the Honda MR-175. No more annoying leg-rubbing on fat up pipes. Now you can clear bigger rocks and clear them faster for about $79.99, cumshaw additional. Similar pipes are available for other popular dirt bikes, and maybe for unpopular ones as well. For details, call, write or bribe Cycle Products West, Dept. Escargot, 11900 W. Pico Blvd., Los Angeles, CA 90064.



Count the discs, win a prize

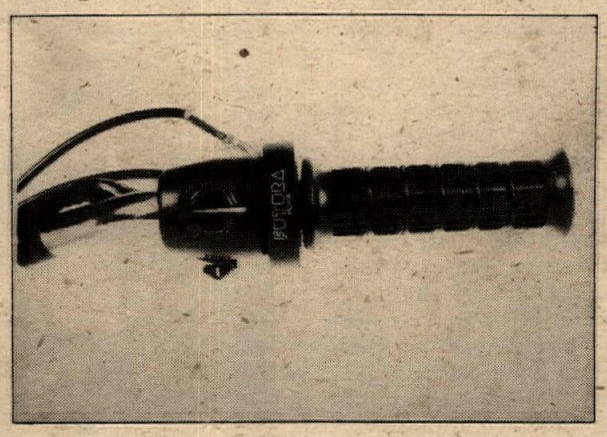
This snappy photo came to us headlined "Rickman Mags and Triple Disc Braking." Find the third disc and you can win a stuffed camel. We tried and couldn't find the third disc either, until we realized that those cheapskate PR guys never sent us a photo of the rear wheel!

These I-beam section alloy wheels and Lockheed-caliper discs will be standard equipment on all 1977 Rickman CR chassis kits. That missing rear wheel will have a cush-drive hub, and the three discs will total over 270 square inches of swept area. Another new development for 1977 is the use of Rickman-replica large-diameter forks made by Betor in Spain. For more in the way of specs and prices (maybe even a bigger picture), send a business size S.A.S.E. to Target Products, Dept. zoot-Capri, 2724 West Main St., Alhambra, CA 91801.

Body builder

Ladies, you can increase your measurements, fend off amorous advances and look athletic all at the same time by wearing a Jim Davis Motosport Chest/Shoulder Protector under your outer garments. Fits best under bulky knit sweaters and motocross jerseys; guaranteed to make you look like a cross between Mae West and a Green Bay Packer. What a style trip!

On off weekends it protects your shoulders, ribs and tender parts while riding your motorcycle. And if the boys won't let you ride, slug 'em! Available from your dealer, with love and kisses from Jim Davis.

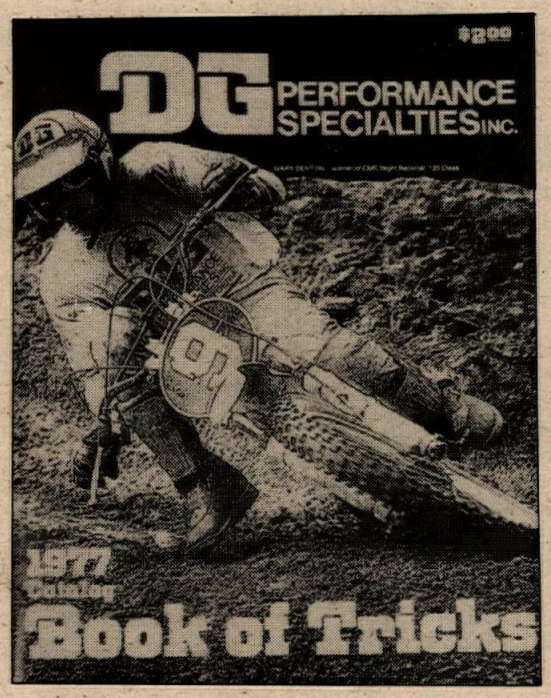


Wrist exerciser

Serious motocrossers can now work out to improve their throttle grip strength while riding their street bikes. This desmodromic (it says here) throttle assembly uses the stock push-pull cable arrangement found on most popular Japanese multis, only it's one third quicker-acting. Which means it's also got one third more twist resistance. Heavy duty return spring allows you to work up to harder exercises. When you get back on your dirt bike, you'll be able to hold it open harder, longer. And all along, you thought street riding was for weak-wristed sissies! Futura quick-throttles are distributed by Racecrafters, Inc., Phys. Ed. Dept., 7801 Canoga Ave., Canoga Park, CA 91304.

Join the jet set

Travel to exotic places, win fame and fortune. The life of a world famous road racing star can be yours. To partake of this scintillating lifestyle simply insert the correct set of jets from this assortment into your 350, 400, 500 or 550 Honda Four, then learn to ride it wide open all the time. Guaranteed excitement, interspersed with moments of stark terror. Each compact plastic case contains 28 jets, in specified assortments of #85 to #115 or #115 to #145. Pay now, fly now. See your travel agent, your neighborhood speed merchant, or contact Racecrafters, Inc., Dept. 747 Jumbo, 7801 Canoga Ave., Canoga Park, CA 91304.



Learn magic

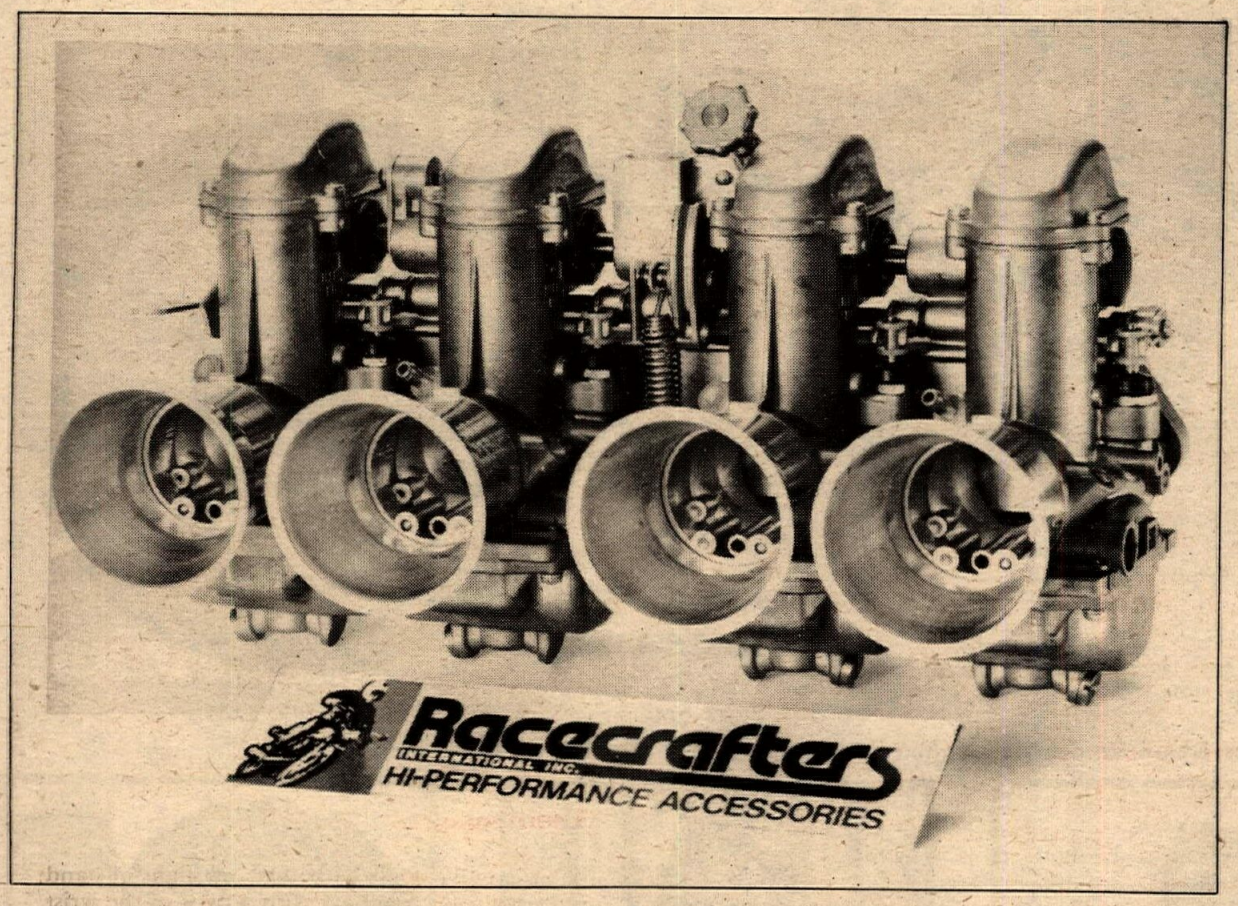
Amaze your friends with feats of slight-of-hand. Make yourself disappear with a twist of the wrist. Share the secrets of professional magicians whose legerdemain with Yamahas, Hondas and Suzukis has astounded audiences nationwide. It's all in DG Performance Specialties' Book of Tricks, introducing kits for mini, pro, or intermediate magicians. All this power can be yours for just $2.00, sent in confidence to DG Performance Specialties, Dept. Shazam, 5552 La Palma Avenue East, Anaheim, CA 92806.

Portable living room

Does peeling out of hot, sticky leathers hunched over in a closed-up van drive you to contortions? Has a sudden sandstorm caught you in the middle of an outdoor top end job? When it rains, do you and your buddies flip coins to see who sleeps in the van with the bikes and who sleeps under it? Did you last big outing cause you to spend two weeks combing motorcycle tracks out of your van's pearlescent pink deep-pile carpet? Chances are that you and your motorcycle habit are outgrowing your box on wheels. What you need is room, and the Stag Van Tent gives you extra room that you can unfold and hang outside your sliding-door van. The aluminum frame makes the tent free-standing so it won't fall down if you need to drive the van away. Magnetic tape seals the tent to the sides of the van, and a waterproof floor provides eight by seven feet of clean, dry living/sleeping/working space. Get more info from Hirsch-Weis, Dept. Lebensraum, 5203 S.E. Johnson Creek Blvd., Portland, OR 97206.

Top secret Texas shock tool

With this amazing new tool (it says here) a Texan can install a 150 pound shock spring in 30 seconds. Ordinary mortals may take longer. It has a unique dual-shoe device for right and left hand coil springs. It also has a clever hide-it-all display cover so you can't figure out how to copy it in your own shop. Besides, it's patented. To learn the secret, you'll just have to shell out $13.95 or contact Ken Ross, Inc., Dept. CIA, 703 Cooper Dr., Wylie, TX 75098 and beg him to tell you.



Suction for the UJM

The outstanding success of the Universal Japanese Motorcycle has created a problem. Everybody's motorcycle looks and rides like everybody elses. If you do lots of expensive modification work on your UJM so it doesn't look like every other, then it attracts official attention from you-know-who. Solution: Spend $285 and have a motorcycle that still looks like every other, but is faster. It's "SuperCarbs" that do the trick. The 29mm Yoshimura/Mikuni smoothbores are available in kits for the Suzuki GS750, and the Kawasaki 650, 900, and 1000cc KZ series. The conversion is claimed to offer a bolt-on 12 percent power boost with no loss of low end smoothness. Available from Racecrafters International, Dept. SOOOKKK!, 7801 Canoga Ave., Canoga Park, CA 91304 and from certain strategically-located phone booths.

Helmet pin-ups

We were going to run this really dynamite pin-up of an undraped fox in a helmet, but somebody switched photos on us. Instead, we've got to show you these Racequip aluminum shield pivot pins that replace the plastic pins on your Bell Star 90 or 120 helmet. They're supposed to be stronger, longer lasting, and prevent your face shield from flying off in the wind. The price, $5.75, sounds pretty steep for a couple of parts that can be whipped out by tens of thousands on an automatic screw machine; but these folks must know what they're doing, because they'll refund the full price upon return of the product if you're not fully satisfied for whatever reason. Like, if you wear out your helmet before you wear out the pins, you should be dissatsified, right? To arrange to borrow a set of these pins in return for the long-term loan of your $5.75, contact RaceQuip, Dept. Easymoney, 4760 Hayden Road, Amlin, OH 43002.

DAYTONA

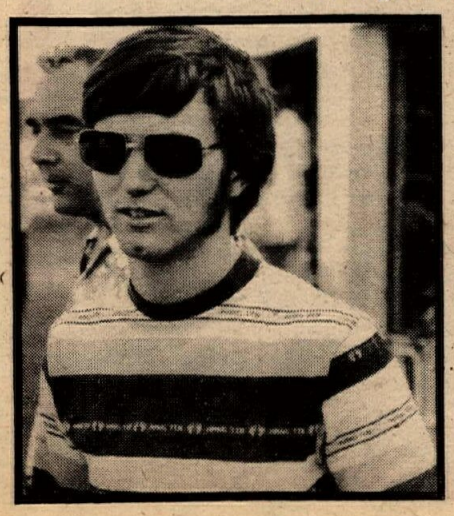
Everybody wants to win Daytona! The question is, who will Daytona let win?

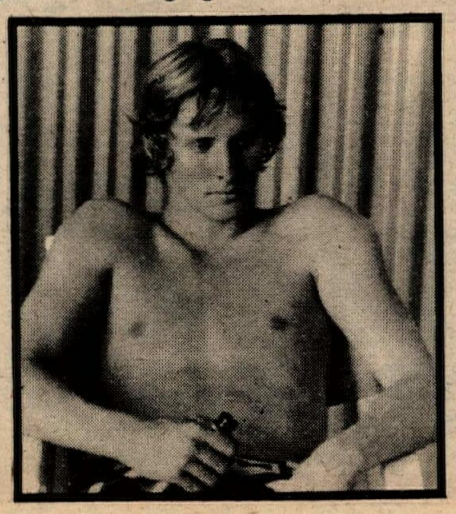
PREVIEW

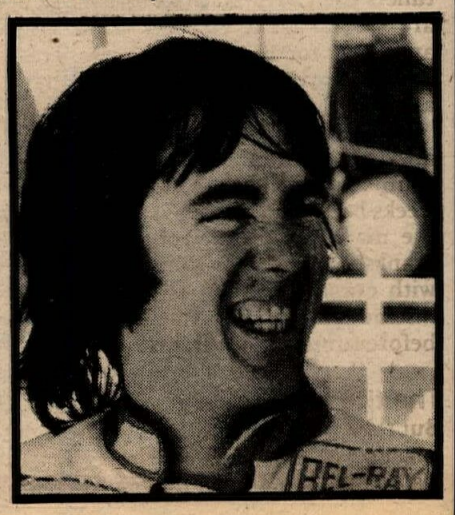
Yamaha TZ750D Specs

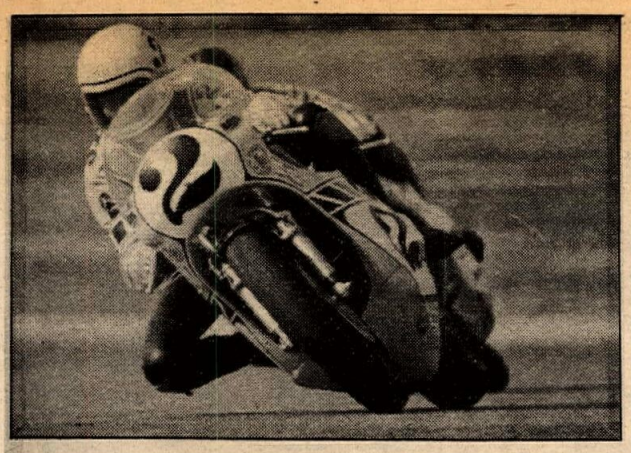
Displacement	747cc
Bore x stroke	66.4 x 54mm
Carburetion	4 Mikuni VM34SC (34mm)
Trans. Ratio	1.722/1.286/1.042/0.893/0.808/0.750
Front suspension travel (telescopic fork)	5.12 in.
Rear wheel travel	5.12 in.
Wheelbase	54.7 in.
Dry weight	342 lb.
Suggested list	$5,195

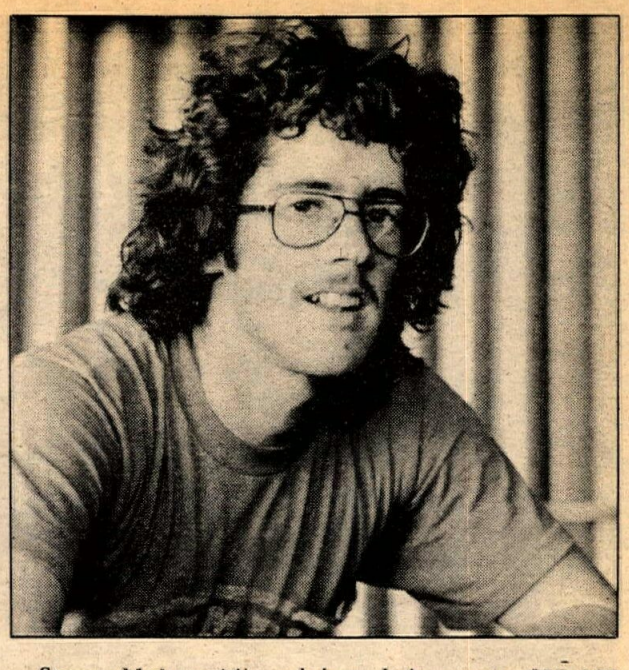
(left to right) The dark horses: Scott, Nixon, Emde, McLaughlin. And hanging over their heads, the ultimate weapon.











Everybody wants it; one of these three is most likely to get it: (left) Roberts, a threat on a 250 (shown) or his works super-weapon, (center) Cecotto, who came in '76 with brash confidence and an OW31 to win (right) Baker, whose European record speaks for itself.

Daytona. Known the world over for speed, excitement, and glamor, Daytona is THE premier road race.

When the green flag drops for the 36th running of the Daytona 200 on March 13, it will mark two firsts. It will be the first event of the FIM Formula 750 World Championship series. The race will also open the $30,000 AGV Helmets World Cup Series of 200-mile races at Daytona, Imola (Italy) and Paul Ricard (France).

Speed Week will again attract scores of visitors and riders from all the United States and the World. There's a special, mind-bending aura about the Daytona scene, which, in theory, centers around the ultra-fast 3.84-mile road course at Daytona International Speedway. As many, maybe more, people come to Daytona to gawk at and mingle with the thousands of street riders, tourers, chopper riders, and assorted motorcycle culture hanger-ons that fill the streets as come to see the road race. But the road race is still the largest in terms of spectator draw (74,000 last year) and the most prestigious in terms of competition. A first or second at Daytona means much more, in money and fame, than a first or second at any other road race in America.

Mechanical considerations

There will be no Suzuki factory effort this year. While the Kawasaki factory is out of racing, too, the Australian Kawasaki importer will make a try with updated versions of last year's bikes. Historically down on power and handling compared to the Yamahas, the water-cooled, three-cylinder two-stroke KR750 Kawasaki did carry Gary Nixon to second in last year's Daytona 200, behind Johnny Cecotto. But that KR750 was put together and nursed by Erv Kanemoto, a California super-tuner .

This year, too, the Yamaha field will be harder to beat. This year's TZ750D (four cylinder, water-cooled, two-stroke), which sold for $5,195 each with 35 available in the United States, is supposed to be identical to the all-conquering OW31 one-offs that dominated the Camel Pro Series road races last year. An OW31 won each of the four National road races in 1976. According to both Yamaha and some riders who have received the machines, the TZ750Ds are really close to the OWs — except for less use of titanium (the front fairing mount and footpegs on the TZ aren't titanium, for example, where the OWs used titanium parts.)

Yamaha sources also say that the bikes sold were identical to the ones supplied to Kenny Roberts and Steve Baker. Maybe they were out of the box, but tuners Kel Carruthers (Roberts) and Bob Work (Baker) are sure to make changes. Don Vesco, who sponsors and tunes for 1975 Daytona winner Gene Romero, was hard at work porting the new TZ that Romero will ride as soon as it arrived.

Almost all the TZ750Ds arrived later than anticipated. The lives of privateers everywhere were complicated when the bikes didn't arrive until two weeks before the race. To make matters worse, most of the machines came from the factory with defective crankshaft bearings. Tuners received their machines with crank bearings, seals and gasket kits along with instructions to tear the engine down and repair it before running the motorcycle.

The tires

But the fastest bike is useless if it cannot finish the race because of tire trouble. Kenny Roberts was leading Daytona in 1976 when the rear slick on his OW31 wore through the cords and went flat. Roberts managed not to crash, but lost the race.

Dunlop has withdrawn their slick tire from competition, citing a lack of time to completely test the tire under racing conditions. Cold weather hampered testing in January, and cold-weather test results won't mean much on the traditionally-warm March race date. To be safe, Dunlop is out.

Michelin won't decide until after the first two practice days of Speed Week whether or not to certify their tire with the AMA for competition.

Goodyear, with more test time, is ready to go with their tires, although they will closely moniter Kenny Roberts during a special Yamaha test session at the track just before Speed Week begins. Notified of the Dunlop withdrawal, Goodyear has stepped up slick production and will have a good supply at the track.

Yamaha has just completed testing of a super-wide 4.5 inch Morris Mag rim. (Standard rims are nominally 2.5 to 3 inches.) Use of the special rims also requires a special swing arm, or at least this has been Yamaha's solution so far.

Dunlop's decision, and possibly Michelin's, applies only to the 200-mile 750cc event, not the other races held during the week.

The competitors

500cc World Champion Barry Sheene, (who crashed at over 170 miles per hour and was seriously injured at Daytona in 1975 when a Dunlop slick failed), and 1974 Daytona 200 winner and 14-time World Champion Giacomo Agostini both will not show up at Daytona — they want large piles of appearance money, and Daytona management won't go for it. Pat Hennen, the first American to ever win a World Championship GP (Finland, 1976) and Sheene's newly-contracted Suzuki-GB teammate, also will not be there.

Kenny Roberts will have to decide whether to ride his 1976 OW31, already sorted-out to his liking, or the new TZ750D. Rumors says that Roberts, Steve Baker, and Johnny Cecotto will have special factory trick goodies for their bikes, but what the parts are is unknown, if they exist at all. The factory reps in the United States deny any favoritism or advantages for the fast threesome.

Formula 750 Champion Victor Palomo of Spain leads the non-factory-backed record entry of foreign riders. Kevin Cameron of Boston Cycles, who split up with consistently-fast Ron Pierce just after Laguna Seca last year over arguments concerning machine reliability (Pierce's Cameron-built KR750 Kawasaki broke more often than it finished in 1976) will tune for rookie Expert Rich Schlacter.

Takazumi Katayama was originally scheduled to ride a new TZ750D for Mack Kambayashi, but backed out of the deal to bring his own tuner to America. Kambayashi, who prepared the bike Katayama rode at Riverside in 1976, sent the bike on to Daytona untouched.

David Emde will ride Gene Romero's 1976 monoshocked TZ750C. Emde, from a long string of fast Emdes, has been working out (running and lifting weights) everyday and racing at club races to get ready. "I'm serious," he says. "I'm going out to win." Emde has dominated West Coast club races, but is short on big-bike National experience.

Gary Scott's bike, owned by George Murray (father of Rob Murray, another racer) was completely prepared by Mack Kambayashi in 1976. This year, Mack has been hired to do some engine work for Scott. Murray ordered two new TZ750D engines (perhaps a complete new bike) for Scott, who still has his 1976 machine and a spare motor he claimed out of Kenny Roberts' OW31 at Riverside last year.

Steve McLaughlin claims he's spent $50,000 developing a super-framed privateer special with a wind-tunnel-developed fairing. The fairing, almost identical to one developed by Can-Am for use at Bonneville several years ago, is trick. The question is whether or not McLaughlin can get one ready before the race. Also in question is McLaughlin's ability to stay aboard his bike for 200 miles. In 1975, he took the lead and stayed in front until crashing. In 1976, he ran well until brake failure forced him to hang it out too far at Turn One — and crash.

Phil McDonald will ride a new TZ750D with support from K&N, Bel Ray, Harle Air Services, and R&W wheels. McDonald, 20, first attracted attention by winning the first leg of the Ontario National in 1974, and now has three 750s in various degrees of trickness.

1977 U.S. Road Racing Champion Randy Cleek will ride for the BS&W team (Bart Clarke, Joe Speed, Larry Worrell). BS&W prepared the bike McLaughlin used to lead Daytona in 1975, and the bikes Cleek and Pierce used to finish 3-4 at Riverside in 1976. Gary Nixon and Erv Kanemoto have two bikes, (a TZ750C in a trick frame and a TZ750D), and a spare motor to work into the best possible combination during speed week. With competitive horsepower and a development edge (Erv used Michelin tire tests in Daytona to refine and sort-out a clutch-drive weak spot in the TZ bottom ends) Nixon should be right in the hunt. He often ran first or second last year with a disadvantage — riding a Kawasaki. With the same equipment as everyone else, Nixon could be unstoppable.

The winner? Kenny Roberts, Steve Baker, and Johnny Cecotto, if they do have advantageous parts from Yamaha, will be favorites. But Nixon, riding the Kanemoto Yamaha, will be able to compete with those three if his bike is comparable in performance. If McLaughlin's bike will do 200 miles per hour, as wind-tunnel fairing tests indicate is possible, if the fairing is done in time, if the engine does not blow up as it was prone to do in 1976, and if McLaughlin doesn't bail he could also win. But if McLaughlin faces Baker, Cecotto, Roberts and Nixon with comparable machinery, he won't be able to beat them, all other things being equal. The best he could do would be to lead the charge behind the front four.

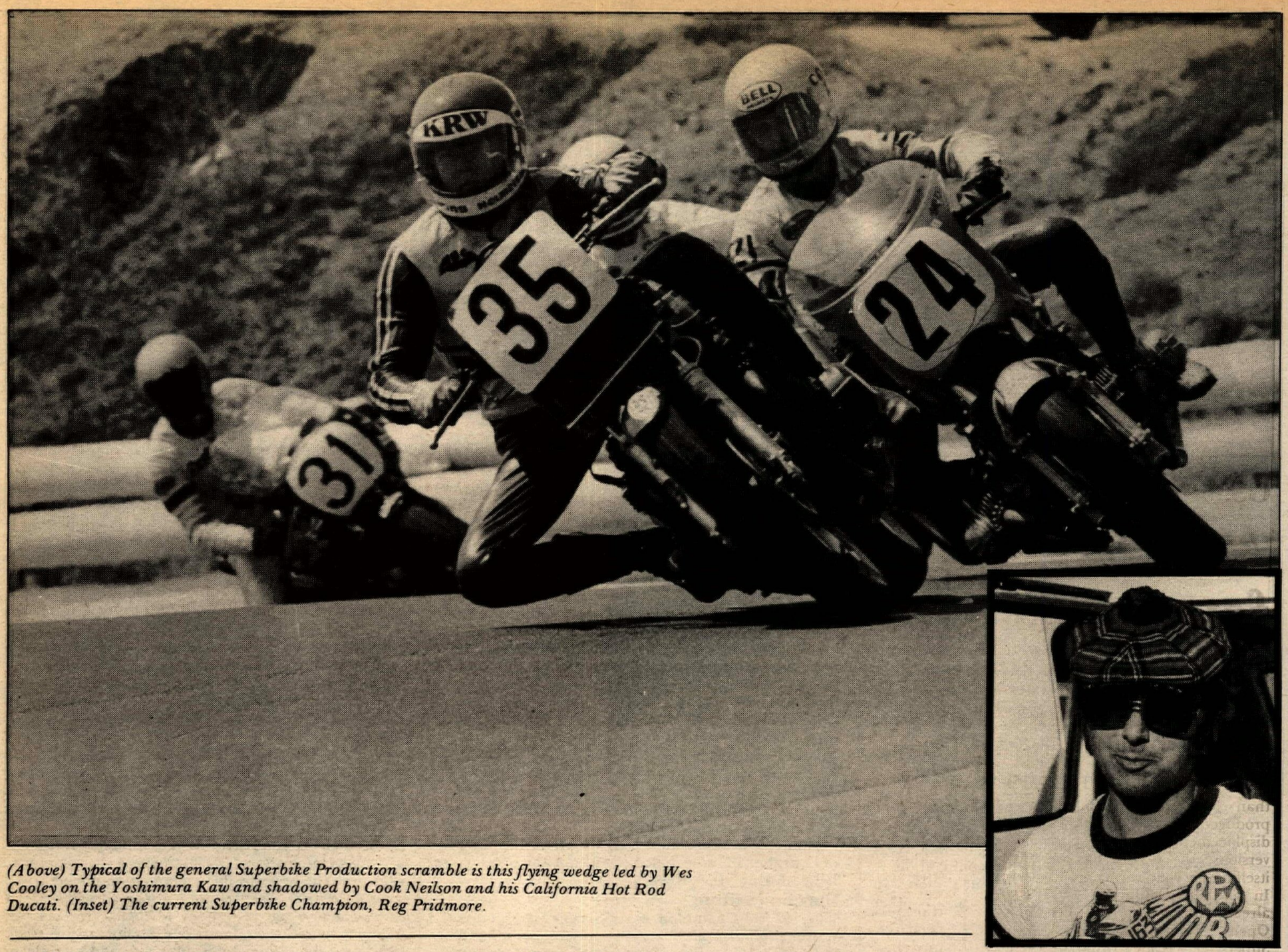
As fast as McLaughlin and twice as durable, Gene Romero can win again if fate takes a hand in the race — which it always does. Romero finishes races, and luck is as much a part of a Daytona win as speed and skill.

Pierce, Skip Aksland, Scott, and all the rest could be right in there, too, barring misfortune, but Pierce, Aksland, and Scott have all been bitten by Daytona bad luck before (Pierce — shift shaft broke, 1976; Aksland — collision with lappee, 1976; Scott, broke wrist in crash, practice 1976.) Cleek could do well, too.

Predictions? All other things being equal, the favorite has to be Kenny Roberts. But at Daytona, things are rarely equal. . .

250 Expert

The established stars face their biggest threat in the 250 Expert race. David Emde, 18 years old, has beaten both Roberts and Baker in 250 class heat races (Roberts at Laguna 1976; Baker at Riverside 1976). On a Mack Kambayashi TZ250 with a trick Mack-designed frame and plenty of horsepower, Emde could win the lightweight race. He's never been beaten in the Calif. club races he enters all the time. Riding his bike in over 25 events last year, (and already two times this



(Above) Typical of the general Superbike Production scramble is this flying wedge led by Wes Cooley on the Yoshimura Kaw and shadowed by Cook Neilson and his California Hot Rod Ducati. (Inset) The current Superbike Champion, Reg Pridmore.

year), Emde must have some advantage over competitors who only show up for nationals.

The men Emde must beat are bullets. Both Baker and Roberts, while beaten in heat races, have left Emde behind in final races, which is where it counts. Pat Hennen, who ran with Baker and Roberts at Daytona in 1976, won't ride this year. Nixon, who probably will ride the very-sano Harry Hunt TZ250 (Hennen rode it in 1976) in later 1977 nationals, may or may not ride the 250 event at Daytona. If he does, he'll be as competitive as anyone.

Adding uncertainty will be Walter Villa, 250cc World Champion on his fast European Harley-Davidson, and Takazumi Katayama, riding a private Yamaha borrowed from Doug Teague. Either could do business, but both will be at a disadvantage on a strange track in a strange climate, and, in Katayama's case, on a strange bike.

Both Roberts' and Baker's Yamaha 250s have new KelCarruthers frames for 1977. This has made Roberts' 250 three inches lower and 30 pounds lighter than last year. With three fewer teeth on the rear sprocket, Roberts' factory 250 engine is pulling the same peak RPM in top gear; and has already been clocked at 150 mph.

All things considered, Roberts is the favorite, with Baker and Nixon close, and Emde a darkhorse.

Superbike Production

There's usually more back-and-forth racing in the popular modified street bike Superbike Production class than in any other. Reg Pridmore dominated the races and won the title of Superbike Production Champion in 1976 on his Butler and Smith BMW. BMW teammates Gary Fisher and Steve McLaughlin came in second and third in the series, with McLaughlin tied for third with *Cycle* magazine editor Cook Neilson and his Phil Schilling-prepared Ducati 883cc Desmo.

Pridmore, after a few months of uncertainty and disputes, is back with a Helmet Kern-built BMW R100S-based racebike for 1977. Two of the fast BMWs have been prepared, both more stock-looking than last year's bikes, with Kern uncertain whether or not to use one as spare or to recruit another rider for the team.

Neilson's Ducati is faster than it was last year, and Neilson has another year of racing experience under his belt (He only started road racing in 1973). In 1976, Neilson's Duck was faster than anything else at Daytona, but the trio of BMW pros beat him with sheer skill. At Riverside, Neilson demonstrated that he had learned a few tricks during the season — beating McLaughlin in the last turn in spite of an ill motor, finishing second behind Pridmore.

Wes Cooley Jr.'s Yoshimura R&D of America Z1 would have been a favorite for the Daytona race, with handling to match its awesome horsepower finally sorted out of the former-wobbler. Cooley beat Pridmore and Neilson at an Ontario club race on Feb. 13, but his bike's motor burned up in a fire at Yoshimura's five days later. Pops Yoshimura was injured in that fire, and remains hospitalized.

Pops' son, Fujio, and assistants scrambled to prepare a new engine and two spares, borrowing shop space from another tuner. Two questions cloud the Yoshimura entry — Will the motor run without Pops' personal attention? And will the bike handle without the illegal-by-Superbike-Production-rules BiMoto box-section swingarm?

The race favorite is Pridmore, with Neilson and Ron Pierce, who will ride the BMW that McLaughlin raced last year (now owned by Johnny Kokinos of Johnny's Motorcycles in Bakersfield, Calif.) close contenders. Pierce has beaten Pridmore (Laguna, 1975) and Neilson has led Pridmore, but Pridmore has the most experience and best finishing record on large production bikes. If the Yoshimura bike handles, and if it runs as fast at Daytona as it has at Ontario, Cooley could win.

A darkhorse is Keith Code. Relatively inexperienced, Code led Pridmore, Fisher, McLaughlin, and Neilson at Laguna Seca for four laps in 1976, until his bike stopped pulling fifth gear after sucking in dirt and loosing compression. Pridmore finally won, Code second, with Fisher, McLaughlin and Neilson not finishing. Code's bike, with a Yoshimura engine, should be almost as fast as Cooley's and should handle better, thanks to the efforts of Pierre Des Roches, a master frame tuner. Sponsored by Racecrafters, Code may surprise some people at Daytona. Code's bike is already suprising — the swing arm of the KZ1000 looks stock except for a tubular brace running across a few inches ahead of the tire. Everyone knows such a stock-looking swing arm can't work on a bike infamous for wobbling — unless there's magic inside.

Novice race

As usual, most of the Novice entries are unknown to all but their friends. One hard-to-beat rider in the Novice event should be John Glover of Garden Grove, Calif. Glover took a third place in his first 250 GP race at Ontario last year. He's also beaten the Open Production class at Ontario on occasion with a 750cc Norton Commando. Along with co-rider T.J. Rice, Glover piloted an RD350 to fourth overall at the 1976 AFM Six-Hour Endurance race at Ontario. For Daytona, Glover will ride Tony Murphy's Mack Kambayashi-tuned TZ250. The combination of bike and rider will be hard to beat.

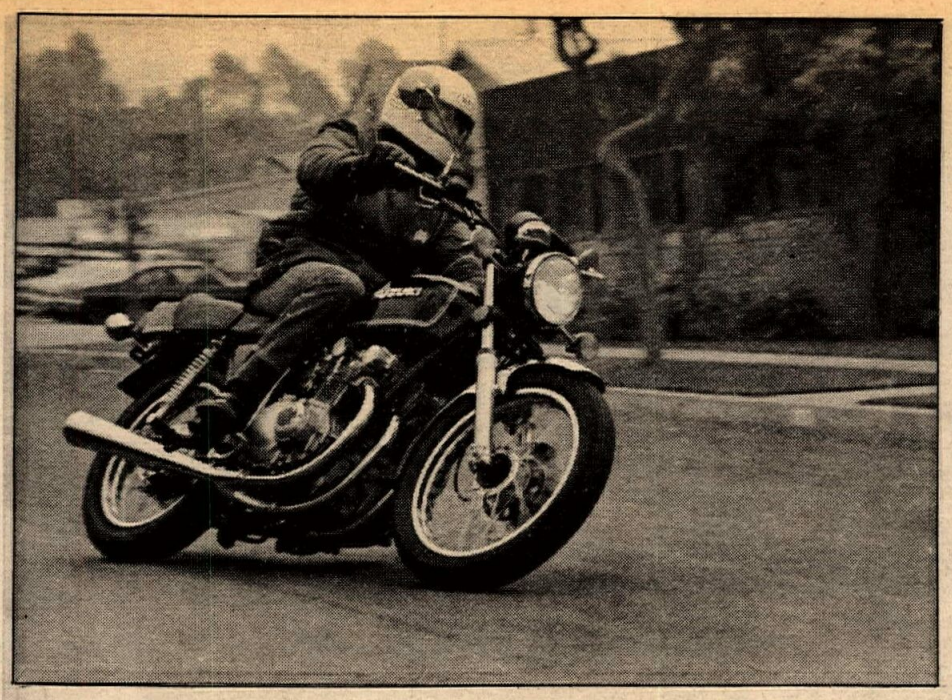
Eddie Lawson, who already has an enviable record as a Western Region Novice dirt tracker, has received a Mack Kambayashi Yamaha for the Daytona Novice event. With top calibre equipment Lawson, who has been building experience at California club races, becomes an instant threat.

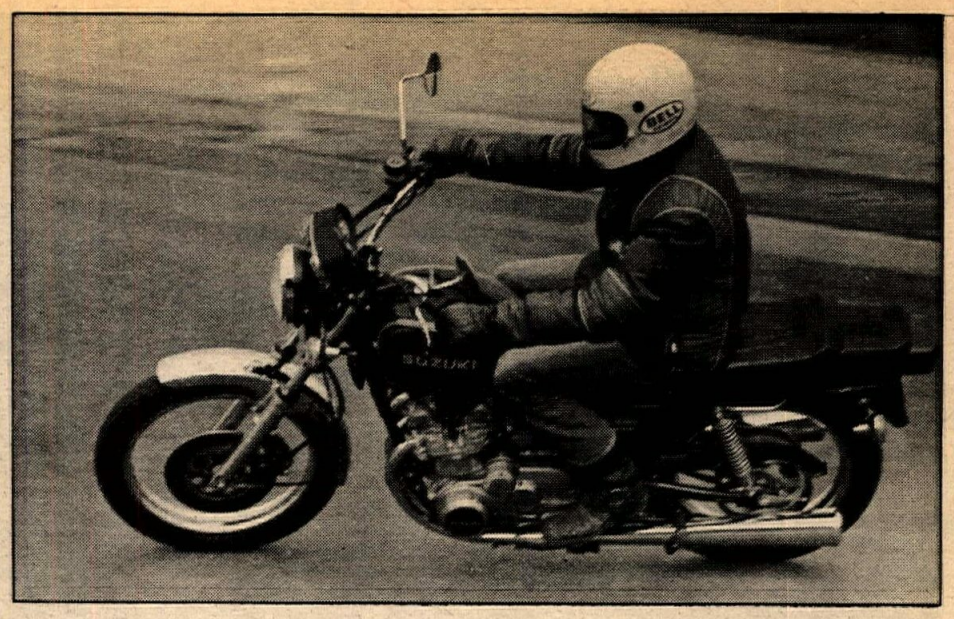
Harley-Davidson team racer Ted Boody will ride an RR250 in the Novice class. Judging by past performances of American 250cc H-D road racers. Boody probably won't be in the hunt.

Motocross, Class C, and other stuff

The AMA Supercross Series will hit Daytona direct from the Atlanta round. The series is an all important one to the factories, so they are unlimbering all their new machinery for it. It appears that Jimmy Weinert, the defending Supercross Champion will be the only top rider missing. (Weinert will be sidelined with an elbow injury).

If that isn't enough, check out the speedway racing at Volusia County Speedway with a good field of both east and west coast riders. Although probably sold out, the short track action at Memorial Stadium is not to be missed if possible. Other sports include carousing, wenching, drinking, sightseeing, cruising, swimming and just plain taking in the whole scene. . .Enjoy. ●





Like the GS750, the Suzuki GS550 likes to corner. Handling is superb.

GS550:

Another fast, tractable four-stroke from Suzuki

When the Suzuki GS750 made its appearance in the United States, it made everything else in the 750cc street bike class look bad. The GS750 is faster, smoother, and better handling than any other 750 currently produced. Raced both with stock displacement and in punched-out versions, the GS750 has established itself on the road racing circuit as well. In Southern California, GS750s have already racked up 750 Production, Open Production, and Open Superstreet (Cafe) wins at Willow Springs and Ontario.

The GS550 promises to do to the 500-550 class what the GS750 did to the 750 class — dominate.

The GS550 is fast (about 13.5 seconds elapsed time in the standing start ¼-mile (— a Honda 550 recently turned 14.45 seconds elapsed time in a *Cycle Guide* test). Before the GS550 ever appeared on these shores, Suzuki said it would be the fastest thing in its class. It is.

The bike feels larger than a 550 when ridden. The seat is wide and comfortable, and the 4.5-gallon tank seems wide. It's natural that the gas tank seems large — it *is* for a 550, about the size of the gas tanks often found on competitive 750s.

Handling is superb. Like the GS750, the GS550 flicks from side to side with little effort. It likes to corner, and likes to follow a selected line without hesitation or argument. It handles. The bike we rode came with IRC "Grand High Speed GS-11AW" tires, 3.75X18" rear, 3.25X19" front.

After the excellent handling, the most impressive thing about the little road burner is the double-overhead-cam engine. It seems as though the bike has two distinct powerbands. It pulls from 2,000 rpm without hesitation. Shifting at 5,000 rpm, the bike feels good and runs strong without any problem. 5,000 rpm in sixth gear equals about 60 miles per hour.

Above 6,000 rpm, the engine changes personality, revving quickly to the 9,500 rpm redline with remarkable punch for a stock 550.

The brakes are better than those on the GS750, because the GS550 has a drum brake, not the overly-sensitive disc on the GS750. Thus, the rear wheel hop under braking common with GS750s isn't a problem with this GS550.

What was a problem was difficulty finding neutral and a general stickiness in shifting. The bike we rode was a pre-production model, and the transmission shift drum design has been changed in production line models, according to Suzuki.

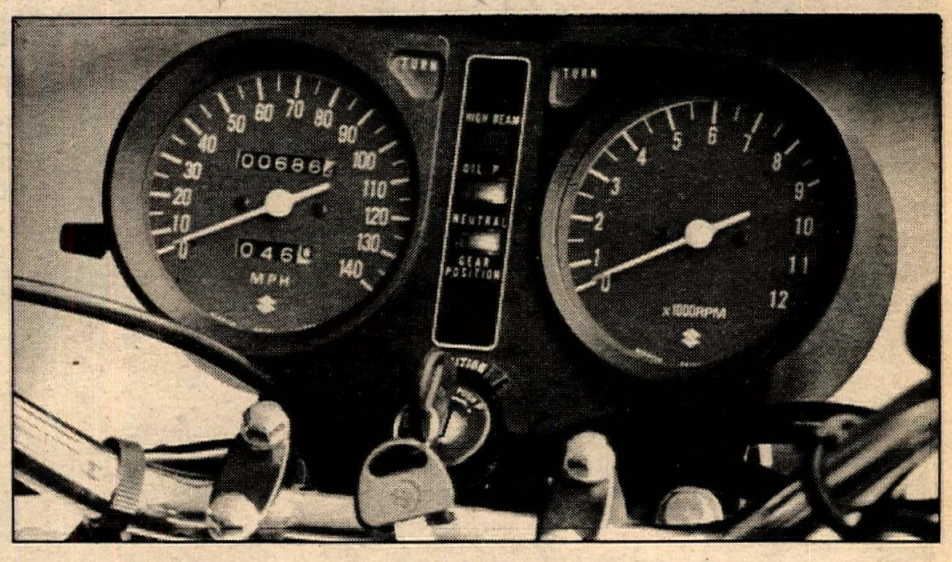
During the time we rode the GS550, the bike averaged about 40 miles per gallon of unleaded fuel sucked through the four 22mm Mikuni carburetors.

Above 6,000 rpm, the gas tank rumbles in harmony with the engine to produce a rattling sound that is disconcerting, but not significant of any trouble. A glove compartment is provided in the seat back. Electrics work flawlessly, as usual with bikes from Japan.

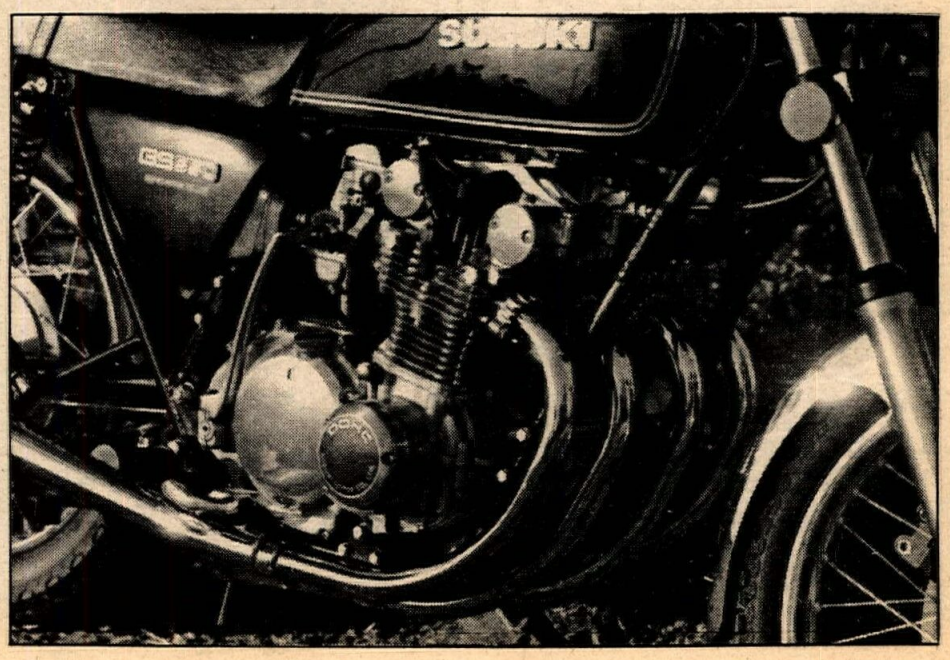
The GS550 is the finest 550 ever. We can hardly wait to ride one after some of the after-market horsepower brokers get done with it. ●

Specifications

Engine Type	Four-stroke, DOHC, Air-cooled, four cylinder
Displacement	549cc
Carburetor	Four, Mikuni VM22SS
Compression Ratio	8.5:1
Bore and Stroke	56.0 x 55.8mm
Starter System	Electric and kick
Transmission	6-speed, constant mesh
Suspension:	
Front Fork	Telescopic, oil-damped
Rear Swingarm	Oil-damped, 5-way adjustable
Ground Clearance	6.3 in.
Brakes: Front	Hydraulic caliper disc
Rear	Internal expanding
Tires: Front	3.25H19-4PR
Rear	3.75H18-4PR
Lubrication System	Wet sump
Fuel Tank Capacity	4.5 gals.
Length	84.4 in.
Width	33.7 in.
Height	44.9 in.
Wheelbase	55.7 in.
Dry Weight	430 lbs.



(Above) Instruments glow red at night, are easy to read. Fork lock is incorporated into ignition switch. (Below) The engine seems as if it has two distinct powerbands, one for putting, one for screaming. The border between the two is at 6,000 rpm.



Malcolm Rathmell prods his way to his second consecutive world championship victory while (right) Lane Leavitt takes to the water and a 39th placing.

Rathmell rolls on

By Dave Wilcox

LLANDRINDOD WELLS, ENG., FEB. 19

Malcolm Rathmell's cast-iron resolve held up in the war of nerves at the British round of the World Trials Championship to bring him his second consecutive win in the series. But his plan for the main title contenders to ride together caused considerable malingering at sections by the aces, and Malcolm had just three minutes to spare from a generous time allowance of six hours.

Montesa's British champion was untouchable on the 53 sub-section course set around the scenically beautiful Elan Valley, finishing 12 marks ahead

of Spainard Manuel Soler's 348 Bultaco.

Ossa's John Reynolds, sensation of the last week's Irish round, proved his mettle again, despite a more difficult ride, apart from the other aces, as an early number. He took fourth, just a mark behind back-in-form Bultaco's Dave Thorpe, to keep his second place in the Series.

Finland's World Champion Yrjo Vesterinen stumbled for an early bath in the stream. Still unable to break his run of bad luck -- the Bultaco factory rider has yet to win in England -- he went on to finish sixth.

Rathmell kept his nose in front with a dab in each of the three subs at Cross Keys, while Soler was double that after paddling through the last two.

Dave Thorpe did better after a hesitant start at the first section robbed him of eight. He pulled back well at Ashfield's nine-subs stream section with just four single dabs, an effort equalled by Rathmell.

A conservative total of five at Ashfield kept John Reynolds on the right path, and he stayed in contention by cleaning Hillgate's climb.

The final section of Ashfield was the scene for the war of nerves. Rathmell, Vesterinen, Charles Coutard and a host of top liners all but set up camp on the hill, each waiting for the other to make a move.

Finally the ice was broken by Clive Smith and American Lane Leavitt. But both riders took different lines, both failed, and the army of world class stars learned little.

As the clock ticked away, the observer called on Rathmell to tackle the climb up over a cluster of deep-rooted boulders, but 25 minutes later, Malcolm was still there, no wiser for seeing Mick Andrews and the 400 prototype Yamaha stop twice before the exit.

Spaniard Manuel Soler took second place 12 marks behind Rathmell. Soler led a pack of six riders who came within a six point spread of second.

Defending world champion Yrjo Vesterinen failed to break the jinx that clouds his riding in Great Britain and finished sixth.

Rathmell's eventual attempt yielded one mark, leaving some 200 spectators -- a small section of a total crowd estimated at around 5,000 -- to wonder what all the fuss had been about.

The machine troubles that plagued John Metcalfe in Ulster returned. His cantilever Ossa took on an ominous rattle, and he later had to dismantle the carburetor to free a sticking slide.

French champion Charles Coutard's dislike of stream sections was obvious. At Doliago, eight subs up a rocky stream, he wedged the Bultaco between stones for maximum marks. On the same section, Vesterinen's deliberate dab became a five when his back wheel refused to grip. The steps at the sixth sub jolted Soler's progress a potential clean becoming a five when the Bultaco jumped into neutral.

The wooded slopes above Elan Village and Caban Dam provided a fitting finish to a superbly set-out course, but clerk of the course Ken Price has laid out one sub-section to sort out the men from the boys. A steep rock climb filtered into a narrow gap between rocks and a tree with a slippery root thrown in for good measure.

Classic performances came here from Nigel Birkett and Nick Jefferies, each taking two prods, while Rathmell and Soler settled for three. Reynolds might still have kept second spot, but for a stop that piled on another five. •

Results:

1. M. Rathmell (Mon) 24; 2. M. Soler (Bul) 36; 3. D. Thorpe (Bul) 38; 4. J. Reynolds (Oss) 39; 5. M. Lampkin (Bul) 40; 6. Y. Vesterinen (Bul) 41; 7. J-M. Lejeune (Mon) 42; 8. U. Karlsson (Mon) 42; 9. C. Coutard (Bul) 48; 10. M. Andrews (Yam) 51; L. Leavitt (Bul) 115; D. Sweet (Mon) 118.

World Championship points after two rounds:

1. Rathmell (30); 2. Reynolds (20); 3. Vesterinen (13); 4. Soler (12); 5. Edwards (10); 6. Thorpe (10); 7. Karlsson (9); 8. M. Lampkin (8); 9. Coutard (7); 10. Birkett (4); 11. Lejeune (4); 12. Shepherd (3); 13. Andrews (1); 14. A. Lampkin (1).

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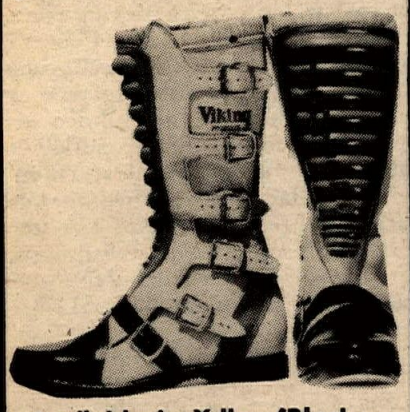

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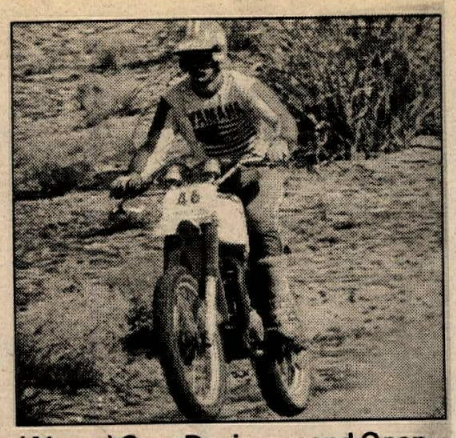
PHOTOS BY JERRY G. WELTON

Second overall, first 250, Tom Kelly and Co.



(Above) Gary Davis, second Open Amateur. (Below) Cordis Brooks, second 250 Expert, looking similar.

Balentine triumphs once again at DRA

By Jerry G. Welton

CALIFORNIA CITY, CA, MAR. 6

Bob Balentine (400 KTM) was once again first to the finish line at DRA's 80-mile Silver Bear Hare and Hound.

Morgan Malocco (400 Yam) led the field of Amateur and Expert riders to the bomb followed closely by Balentine, Cordis Brooks (250 Bul), Phil Stumbo (400 KTM) and Tom Kelly (250 KTM). Malocco held his lead over quite a distance. Stumbo and Kelly had a battle going after the bomb. Stumbo's bike contracted a front flat, which slowed him down enough for Kelly to get by and take fourth.

Malocco's great ride did not last. Somewhere before Randsburg Road, he encountered a road crossing which threw him down and put him out of the race. This same road crossing was where Kelly slipped past Brooks.

Balentine and Kelly were within 15 seconds of each other at the first gas pit. Brooks was by next with a fair space between himself and Stumbo.

The back section of the course just after the gas stop was extremely fast and Balentine widened the space himself and Kelly considerably.

At the wire it was clearly Balentine with about three minutes over Kelly. Two minutes later it was Brooks, who in turn had several minutes on Stumbo, who deserves a special award for not giving up. The previous day someone collided with him and he spent a great deal of time repairing his bike.

Mike Johnston (400 KTM) bounced in next, turning in a good ride for the day, ending up fifth overall. First Amateur was Lee Scheffers (400 KTM) but not without a fight from Gary Davies (400 Yam) who was just slightly ahead at the gas pit with Scheffers working his way up just before the finish.

Next in was Heath Hibbard (400 Yam) who was being pursued by Monte Lee (250 Yam).

Tim Plant (175 DMG) completed the top ten after hard riding through the dust to compensate for a bad start.

The Lightweight Amateur bottle was about as hot and fired up as it could get with Darren Pritchett (175 Yam) barely beating Bernard Unhassobicay (125 Hon) and Allen Decker (175 Yam). All three crossed the finish within feet of each other.

Dave Wood (400 Yam) brought the Junior/Senior Open Experts to the wire with Gus Paull (400 Yam) right behind to capture the Senior class honors.

Richard Hale (250 Pen) finished just ahead of Jay Sheldon (250 Yam), who celebrated his 50th birthday in style by taking second 250 Senior Amateur.

Scott Duncan (250 Suz) rode a fantastic race by not only beating Steve Zoller (250 Yam) and Mark Moullet (250 KTM) for the class win, but also for first overall Novice.

Frank Arciero (400 Yam) crossed the finish line just ahead of Rex Bonham (400 KTM) and Lloyd Heinze (400 Yam) for the Open Novice win.

C. Crabbe (500 Yam) dominated the Senior Novices while just behind came Junior/Senior lightweights Glen Cox (125 Yam), Don Earll (175 Yam) and Gil Catton (175 C-A).

Leslie Klug (250 Hon) showed everyone how she earned her Number One Plate by easily winning the Amateur Powder Puff class with Winona Richardson (250 KTM) doing likewise in the Novice Powder Puff ranks.

Danny Araujo (400 Yam) fought off the charges of Junior/Senior rider Mike Robertson (500 Yam) and Terry Strickland (250 Yam) for the overall Beginner win, while Harold Smith rode his 100 Yamaha to an impressive victory over Mike Bruno (175 KTM) and Mike Huggins (125 Hon).

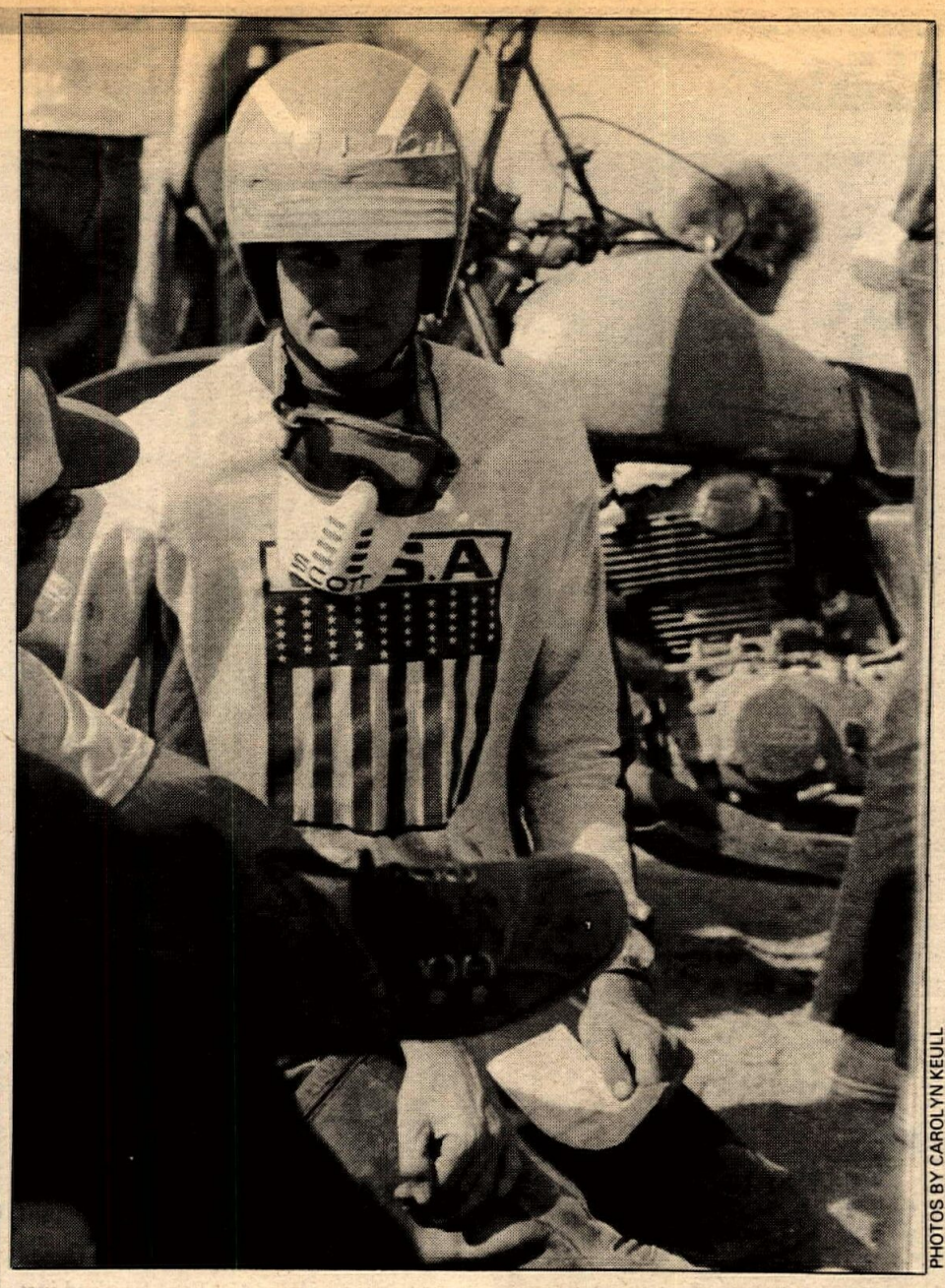
Ray Pfeiffer outlasted the rest of the Senior Beginners and so did Lloyd Wells (125 Hon); both were class winners.

The Mini class riders all deserve an extra big huge, humongus round of applause for completing the 80 mile course. First to the finish was Donnie Morrison (80 Yam), with Alan Dryden (80 Suz) in for second and Kelly Kline (80 Yam) finishing third.

The course was extremely dusty due to lack of rain. But even with this hazard, the bikes in some areas of the course were able to run at top speed.

Overall, it was an enjoyable course for most riders. ●

Results in Results Section.



PHOTOS BY CAROLYN KEULL

Mike Hannon relaxes after finishing — and winning — an enduro with his score card with him.

(Above and below) Enduro riders are getting to look an awful lot alike.

Hannon wins Coyote Derby rock fest

By Larry Langley

RED MTN., CA. MARCH 6

Bultaco rep Mike Hannon piloted his 250 Bultaco (what else) to a convincing win at the Chaparrals National Enduro over 400 riders. Hannon made sure his score card was securely attached to his person as a lost card cost him the overall win at the Prospectors enduro in February. Mike lost just two points. The win was not an easy one for him as the 139 mile course was fairly tough, (read rocky). Hannon drew number three which left him trail-blazing by the second loop. He dropped one point when he missed a turn and got lost briefly on the second loop.

Second overall Gary Woodling (Yam 400) had zeroed the first two loops even after stopping to help clear out a minor bottleneck so he could get through. However the third loop was Woodling's undoing as he dropped three points. At one point his speedometer cable broke and he was flying blind. When he came across Earl Wilson who was resting in a rock pile, Gary "borrowed" Earl's speedometer cable. Third overall went to Sam Orrick (Suz 370) who is just getting back into action after a long layoff due to a serious traffic accident. Sam had installed a new piston just before the enduro and went out for a trail ride on Saturday to break it in. However the new piston promptly siezed and Sam had no idea the bike would even make it to the five mile check, much less the entire enduro. Obviously it did.

The first loop was fairly tough by "C rider standards with a lot of rocks and severe dust. Only one uphill was what you would consider challenging, and most of the riders made it in OK. Eleven-year-old Terry Dean Swets dropped just three points on his XR-75. There is a 15 dollar gift certificate from Roys Honda in Santa Ana for the youngest "C" finisher and Terry Dean looks like a good bet to cash it in. His dad didn't do too bad either, coming in at sixth overall in spite of burning a check on the third loop ("Dumb", he said).

The second loop was for "A" and "B" riders only. It was fairly fast and contained a lot. . .oh yeah, almost forgot. Lots of rocks. The loop also had a couple of small bottlenecks which cost some riders points. It was a matter of luck. Some riders didn't have anyone stuck in front of them, while others had a bunch. The loop was mostly on trails which had been used often but the Chaparrals did a good job of tying them together. Their enduro was originally schedule for the Cadiz Lake area below 29 Palms but a screwup on the part of BLM lost the area for all events until they get their studies completed properly.

The third loop was for "A" riders only. The schedule told the story: 39 miles an hour right off the start. There was a five mile check but nobody stopped to check their speedometer. They knew there was going to be a check waiting up the trail. Needless to say this check caught most riders at least one minute late. The next check was devilishly deceptive. Riders were in an easy 17 MPH section, and as they came down a wash they could see a check located on top of a hill just ahead. A speed change to 26 MPH was coming up and some figured the check was at the speed change so they followed the course right over a rise and *gotcha!* A secret check was waiting right over the rise. The check on the hill in plain sight was an observation check! Tricky, those Chaparrals! It was perfectly legal as they were flying the required white flags which knowledgable riders noticed and backed off. National Enduro rider Don Sanford, all the way from Odessa, Texas got sucked into the check two minutes early. Don admired the way they did it though. "Should have known better. The club used some imagination", stated the Texas Tornado.

The club scouted in a new area just East of Red Mountain. One rider wagged "just what we needed, a new rockfield". A sedate 15 MPH average had riders picking their way through. A cleverly-hidden check in a small ravine (where the check crew was literally lying in wait) caught a few riders who were careless. After picking their way at a slow speed, things picked up when the course crossed Trona Road and it was 30 MPH time, which translates to get it *on!* Tight trails made maintaining the average most difficult as most riders were tired by now. The distance through the rocks had made arms and legs weary.

Finally the last check with somewhat flat desert all the way to the finish where the tired riders collected their very nice finisher pin, a memento to remember the run by.

The new District clocks were proving their worth as no squabbles were received over any check. One mileage protest was received as John Townsend thought the first check on the second loop was over the .1 allowance and forked up his $20 to have it re-measured. Referee Mike Adams promptly did so and John ended up buying the club some beer.

Mike Hannon and Don Sanford thought the enduro could have been a "little" faster but the majority of the other riders thought it was fast enough. ●

Unofficial results in Results Section.

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PHOTOS BY DALE BROWN

Larry Roeseler rode like a showboater for eight hours at the Marathon for Mitch, winning by about 30 seconds over Malcolm Smith.

(Above) Mike Bell (7) led John Smith and Ron Turner into the first turn at AMC's $1000 motocross. Before the day was over, Bell had walked off with the 250 and Open Pro victories. (Below) Broc Glover returned from Florida to resume blowing the locals in the weeds.

PHOTOS BY CHUCK BURRIS

Nine hours of Roeseler, dust and helping Mitch

By Dale Brown

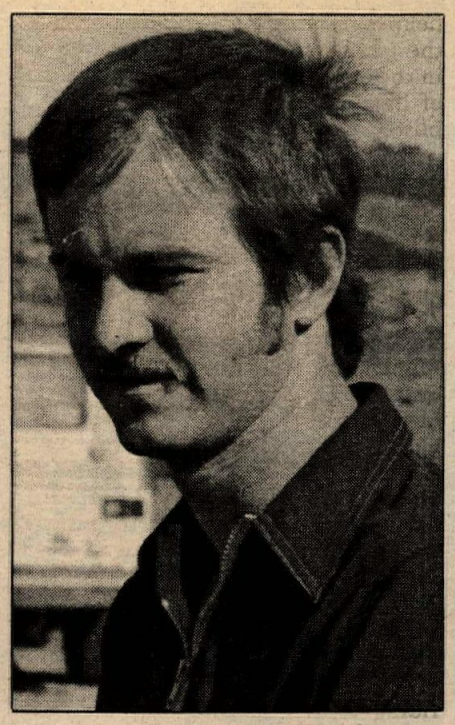
CARLSBAD, CA, MAR. 5

Larry Roeseler won the "Marathon for Mitch," an endurance race held to give a financial hand to off-road racing star Mitch Mayes, injured in a November crash. Over $5,000 was reported to have been raised for Mayes' rehabilitation fund.

Mayes attended the daylight portion of the event. He is now an outpatient, spending much of his time at home and having his van equipped with a lift to give him more mobility. At the race, Mitch re-stated his vow to walk again.

Thirty-five rider teams came up with the $100 entry fee. That was about half of what Rolf Tibblin, who along with Nancee Moore and Larry Grismer put untold effort into this event, expected. Mayes' AMA D-37 club, the Sled Riders, did all the flagging.

The race was originally scheduled to be run for 12 hours. But as it got dark around 6:00 p.m., Tibblin made the decision that it was too dusty to continue and ordered the race stopped at 7:00.



The race was held to help Mitch keep his vow to walk again.

Things had gotten started at 10:00 a.m. on the dragstrip. At the end of one lap, Roeseler (250 Hus) was leading, with Tibblin (390 Hus) and Malcolm Smith (250 Hus) on his tail. Mark Blackwell (250 Suz) appeared in the top three in the next couple of laps, then took the lead. That lasted about an hour, until the throttle stuck and he crashed. An hour was lost rewelding the rear frame loop. Smith was set back when he crashed early in the going. Roeseler took over the lead, and by the end of the 16th lap, had lapped the entire field.

After awhile, it became virtually impossible to know who was where. An hour or so into the race, riders started coming into their pits and exchanging places with their co-riders. By the rules, an Expert was supposed to team with a Novice. Smith's riding partner was Mike Lanze, while "Baja Bob Bitchen" took a few tours of the course on Tibblin's bike.

Roeseler continued on by himself until 2:00 p.m., before Dave Wallace took over and let Roeseler have about a half hour's rest.

Tibblin, who was so instrumental in putting on the event, was ironically, one of the few dropouts, when a broken countershaft put him out at mid-afternoon.

Back on the course, Roeseler continued at a healthy clip. "It's easier to ride fast," he said during his first rest period. Behind him, some very rapid teams kept going. Yamaha's John Fero, along with Kevin Hagerty, were torquing their IT 400, nursing a slipping clutch. Steve Holladay was teamed with Charlie Tisson, South Africa's Number One motocrosser. Tisson, who is looking for a sponsored ride, was making his American competition debut and going very fast.

Around 5:00 p.m., many teams ducked into the pits to have their lights put on. The course was also shortened from about five miles to approximately one.

On the shorter course, while Wallace was riding for Roeseler, Malcolm Smith unlapped himself and took the lead, although very few recognized it at the time.

While most of the entrants used bright quartz-halogen lighting, Blackwell mounted a flashlight between the fork tubes and a couple of penlight-sized lights on his helmet. After a few laps the flashlight was pointing to the sky, and when his

helmet lights fell off, he had to go to the pits to have the flashlight pointed in the right direction. Despite the lack of light, Blackwell was carrying on a blistering pace.

Back on the course after the sun went down, Roeseler caught up with Smith. Malcolm tried to stay close, but Roeseler picked up about 30 seconds on him. Both completed 96 laps.

The overall tally was computed by 7:30. Roeseler, who paid for his entry, was awarded the first overall trophy. Malcolm, who had not only bought his own entry, but paid the way for several of his employees, was awarded second. Holladay and Tisson took third.

George Erl and Robin Busse (125 Hus), sponsored by Up-Tite Husqvarna, finished fourth after a day-long battle with Ron Dugan and J. Pavich on another 125 Husky. According to Erl, the two teams were within three minutes of each other all day.

Fero and Hagerty took sixth after riding steadily throughout the race. Another Malcolm Smith Racing Products entry, Gary Drean and Jim Lewis (350 Hon), finished seventh and took the last trophy. At eighth was Mayes' long-time riding partner, A.C. Bakken (250 Suz), who was accompanied by Alan Greeley. B. Halbert and M. Dawkins (Hus) finished ninth, while the Team Maybe Manana entry of Thad Friday and Doug Anderson (250 Bul) rounded out the top ten.

Everybody who finished was awarded very classy finishing pins. But the real reward will end up being a personal thing — helping another rider.

Results in Results Section.

Bell and Glover share AMC's $1000

By Chuck Burris

CARLSBAD, CAL., MAR. 6

The AMC $1000 purse motocross at Carlsbad provided some super hot racing and Mike Bell had the best time, winning both the 250 and Open Pro classes, while Broc Glover enjoyed himself as well, winning the 125 Pro division.

The 125 Pros started the day's first moto with Team Yamaha's Broc Glover finishing first, while Brian Myerscough (Suz) came in second. Pete Wanket (Yam) rode smoothly into third place. Warren Reid (Hon) and FMF's Radical Ron Turner were smoking but crashed in a heap — Turner DNF'd while Reid went on to finish fifth.

In the second moto, Glover got the holeshot. Randy Hess (Hon) held down second until Reid zipped by, closing on Glover but time ran out and he had to settle for second. Hess finished third with a third overall for the day.

Then came Bells' turn as the 250 Pros began. Radical Ron Turner put on a show by taking the holeshot. Val Tamietti (Mai) took over and started to run away. John Smith (Yam) took Tamietti, while Bell (Yam) started his move, getting by them both to win. Smith sneaked by Tamietti for second.

In the second moto, Bell got the holeshot and had Smith hot on his tail most of the race, at times almost getting by, but he never made it. Turner flashed into third while Tamietti finished fourth and grabbed third overall for the day.

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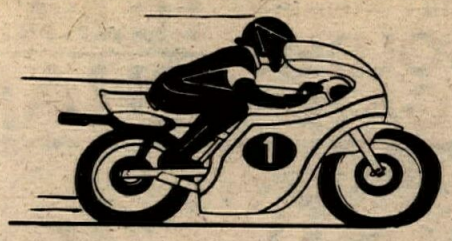

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The Open Pros were up and Mike Bell (Yam) kept on going with two wins. Tamietti wound up with a pair of seconds while David Gerig (Suz) finished third overall with a pair of threes.

Results in Results Section.

Corona: Miller returns for 125 Pro win; Upland takes HSMX

By Elaine Jones

CORONA, CA, FEB. 18

Marty Miller returned to Corona this week to take on a large field of 125 Pros. In the first moto it was Greg Sheets off on top with Miller in second and Randy Hayes third. The lead was short lived for Sheets as Miller had control by the second lap, while Hayes had his own problems which dropped him down a lap. John Gless had moved into third but it didn't last too long when Kinney Jones started applying the pressure and passed him on the fourth lap. Miller had an easy first with Sheets in for the second.

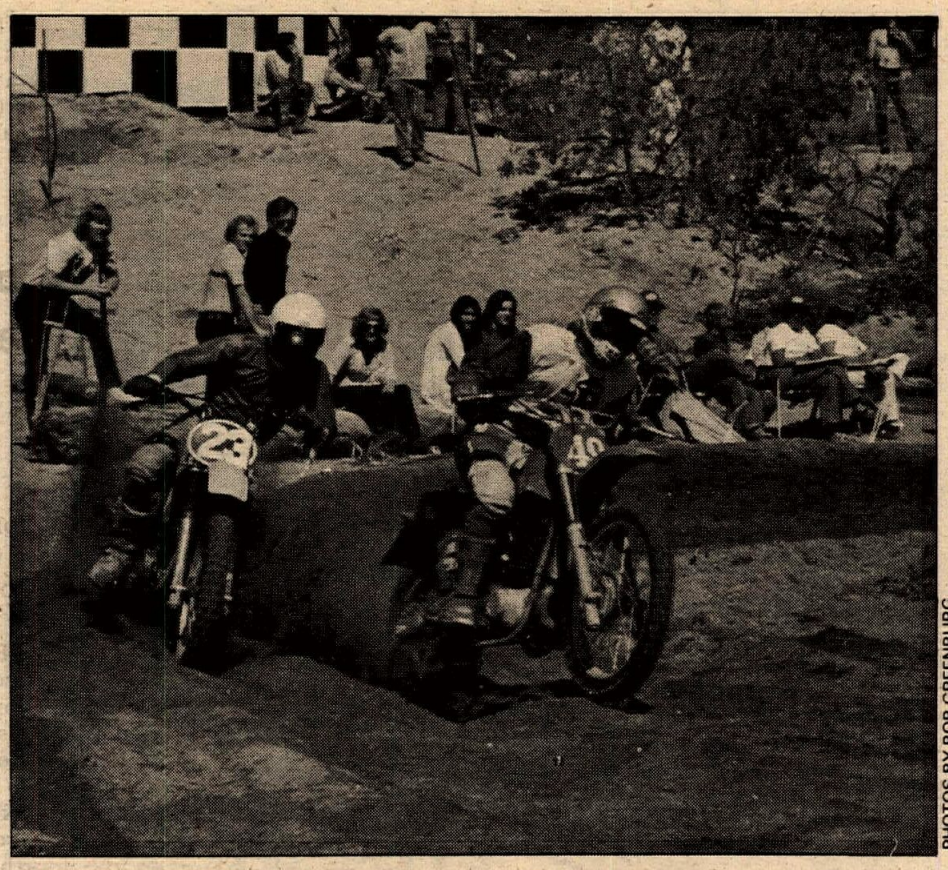
Moto two saw things settle down somewhat with Miller, Sheets and Jones following each other around for four laps. It was the last lap when things started happening. It was a bit of sweet revenge when Gless put the move on Jones and passed him to come up with third and take the overall on the tie breaker. Miller had a solid first and Sheets second.

The Open Experts saw Jim Latendresse put it all together with two outstanding rides, leading from wire-to-wire. Scott Carnahan followed suit to claim second, leaving the battle between Cody Lewis and Pat Beasley for third. Beasley got home ahead of Cody in the first moto and was leading the second moto until the third lap when Lewis got by to tie him in the overall and take third on the basis of his higher second moto finish.

The 250 Intermediates went at it tooth and steel-capped toenail. Tony Feldhaus got the holeshot, with Tom Karos in second and Joe Price third. On the second lap things started to happen. Randy Anderson got by Karos, while Price ran into trouble which dropped him down a lap. They finished with Feldhaus in first, Anderson second and Karos third. In the final moto Karos had it all his way. He was off on top and never looked back. Feldhaus tried to catch him but could do no better than second. It was still good enough for first overall beating Tom by one point. Anderson, with his 2-4 score, finished third overall.

It was Upland High School's night at Corona and although Poly gave them a run for it, Upland weathered the challenge. Dennis Lawrence started Upland on the winning path as he had a grand slam over David Way of Poly in the 100 Novice class.

The 100 Seniors saw a brother act square off against each other. Dan and Don Hockett of Upland gave each other a rough way to go. In the first moto Don had some problems that dropped him to fourth. Meanwhile brother Dan was holding up the family honor with a first with Ray Currie of Esperanza in second and Steve Baumgartner of Poly in third. For the second moto, Don was loaded for bear, getting the lead off the start with



PHOTOS BY BOB GREENBURG

(Above) The Shore/Cole team (23) squares off with the Weber/Hall entry in the Pro class at the AME team race. (Below) John Welchel teamed with John O'Mara to top the 100s.

Dan in second. They finished in that order with Currie in third. The final moto had Dan off in first with Don in second. The lead switched on the second lap as Don got by his brother and brought it on home. It was a valiant effort, but because of his first moto fourth, he could do no better than second, short of his brother's score by only one point. Currie took third.

Greg Sheets, who had done so well in the unattached 125 Pros, did his school proud as he took a clean sweep in the 125 Senior class for Upland, and to add icing to the cake, Tim Hoover, another Upland rider took second.

Sheets then parlayed that win into another grand slam in the 175 Senior class. It was again Hoover that followed him home and Bill Weber, also of Upland, picked up third.

Poly was not to be shut out as they claimed wins in the 125 Novice class thanks to Ralph Norwood. The 125 Intermediate win was courtesy of Alan Small and 175 Novices fell to Randy Titchotte. ●

Results in Results Section.

Welchel/O'Mara top 100s at AME team race

By Lee Taylor

VALENCIA, CA, FEB. 27

The 100's rode one of the tightest and fastest 45-minute team races of the day. They all ran together and while there was some super riding in all divisions; the Experts had everyone on their toes. The team of John Whelchel and John O'Mara had a 'do or die" race going with the team of Steve Schmitz and Jim Cote. All four rode Suzukis. Whelchel and O'Mara took the lead, with Schmitz and Cote right on their tail. Literally, for 45 minutes, these guys were right there. Both teams had super fast pit stops where they had to change armbands and riders. They continued on tight with each other, pushing for first. When the checkered flag went down, Whelchel and

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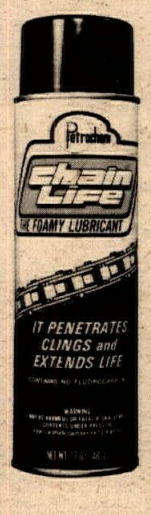

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PHOTO BY RON LAWSON

This is all the competition saw of Danny McDougal during CRC's second DeAnza 250 Pro moto.

McDougal emerges on top of three-way tie at CRC DeAnza

By Ron Lawson

SUNNYMEAD, CA, FEB. 27

Danny McDougal was one of the 250 Experts that showed up at CRC's DeAnza motocross. After the start of moto number one, it would have been a good bet to expect McDougal to run away with the race. He was way out in front and the only one there to help him keep pace was Open class Pro Dave Potts (Suz). O'Mara gathered up first, Schmitz and Cote took second and third went to the team of Bryan Jordan from FMF and Ricky Pierce on a Suzuki.

The Pros all raced together and while it was difficult to keep them in their prospective classes, a few riders really stood out. In the 125's, Bob Kline and his teammate, Rob Peeples were nothing short of spectacular. They just flew over the International Track, which was run backwards, and seemingly skimmed the sand and deep ruts which had built up. Their main competition was the team of Jerry Shore, Jr. and Craig Cole. Kline and Peeples got out ahead and held everyone off for first, with second going to Shore and Cole. ●

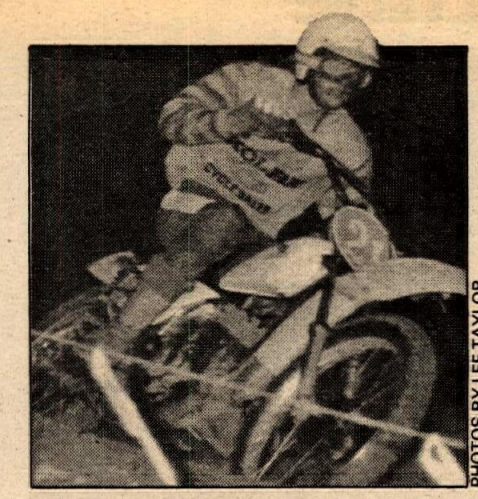
Results in Results Section.

As the race continued, the gap between McDougal and second place David Hopkins (Hus) grew and grew. On the sixth lap, Hopkins dropped out and his position was taken by Gary Kniedel (Oss). It was shortly after that, when misfortune also struck McDougal. The Suzuki pilot's pace was slowed considerably by a flat tire. In the laps that followed, he fell back to third place behind Kniedel and Jim Bauer (Mai). McDougal managed to hold on that position for the rest of the race.

In the second moto, McDougal was nowhere but out in front for the entire race. With Bauer finishing second and Kniedel in third, this led to a three way points tie. McDougal, however, won the last moto which was the tie-breaker. Bauer got second overall.

The 250 Intermediates also had a very interesting race. Kim Palmer (Suz) had the upper hand throughout the first moto. Chuck Warren (Yam) and Roy Burton (Suz) were never far behind. In moto two, Dave Ohl (Suz) led the pack from beginning to end. Palmer applied tremendous pressure but couldn't manage to get around him. Burton finished third once more. In the third and final moto, it was Warren's turn to take first. Burton had a lock on second but Ohl was trying to steal it. Ohl crashed on the last lap, giving third to Palmer. When the points were tallied, Palmer had first, Warren second and Burton third. ●

Results in Results Section.



PHOTOS BY LEE TAYLOR

Brian Kurth ran third, crashed at AME,.

Simons wins AME 125 Pro nite opener

By Lee Taylor

VALENCIA, CA. FEB. 25

Willy Simons and Bob Kline, both riding for FMF, were neck and neck in the 125 Pro race, from the start of the first moto to the final checkered flag. At the start, Simons was in fourth, moving up rapidly. He had Kline on his tail and he knew it! Brion Kurth, on a Honda for Kolbe, was in third when he went down hard, and lost a valuable position and had to miss the second moto. Rodney Morrison, also Honda-mounted, moved up into third and held it for a third overall.

Towards the end of the first moto, Simons went down and the crowd went crazy! Kline inched up on him, but Simons made it back up in time to maintain his position. The rest of the riders were spaced out fairly well while Simons worked his way into first with Kline right behind him. These two managed to hold their positions down to the wire in both motos. First overall went to Simons, second to Kline and third to Morrison. ●

Results in Results Section.

Welk wins in a walk at D-38 desert race

By Loretta Pipkin

EL CENTRO, CA, FEB. 20

Charles Welk (Suz) brought plenty of gas (some didn't) and flew the two 37-mile loops of El Cajon MC's race to finish with over a three minute overall lead. The next finishers, Arnie Grunner (250 class winner), Finger, Eddy and Larsson were spread a minute apart, ahead of first Open Novice Adsit.

Mike Stearns had mechanical problems and started about 15 minutes late. At the end of the first loop, Stearns was up to 36th out of the 100 starters, still some 16 minutes off the leaders' elapsed time. Slowed by still more unspecified difficulties, Stearns still managed first in his class.

More interest is showing in the Senior class, with 10 entered and over half finishing. District 38 doesn't have a powder puff class any more; but after much rumbling, the girls are coming back to mix it with the boys. Sandra Anthony pulled a third in the 125 Novice class, becoming the first lass to place in mixed company in quite awhile. ●

Results in Results Section.

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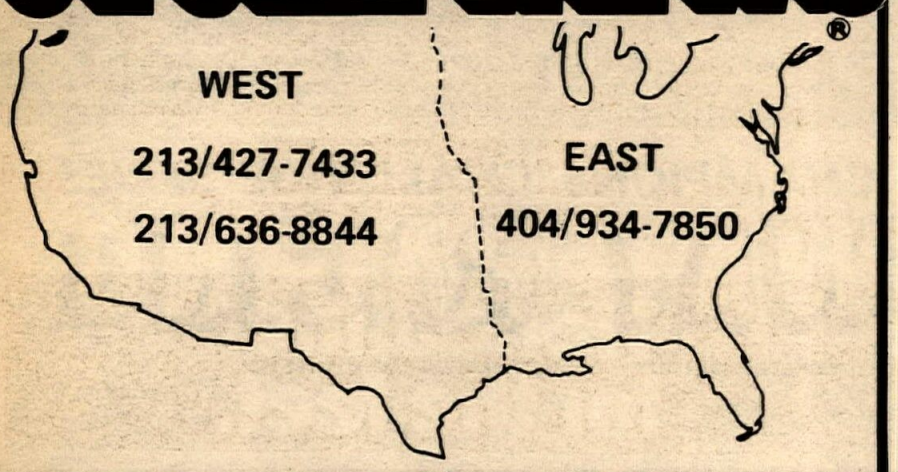

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San Fernando bests Bakersfield at Old Timers MX

By Betty Bird

EDWARDS, CA, FEB. 20

Six entrants in the Masters class made it the largest turnout for that Old Timers MX Association class in a long time, with Blackie "San Fernando" Lewis and Ron "Bakersfield" Miller putting on the show for the rest of the boys. Lewis got a bad start but worked his way through traffic to make it a clean sweep for the day, with Ron right behind in second place. Mervin Olson hot-dogged it in for third.

The Expert class drew a good share of the attention this day with John Selder, who is constantly going faster and faster, taking the top banana off the bunch. Bob Millner laughed his way all around the course and into second overall. Sam Jones wouldn't give up and took a third.

The Amateur division had a good turnout, (15 riders) with Tom Widick up front in first showing the rest of the gang how it's done. Jack Hurley, the old desert rider with a new Suzuki, blasted around for a second overall — look out for John when he gets the bike broken in! Dick Varvel, still smiling from last week, powered in for third and popped open a fresh tube of Pepsodent! *(Pepsodent? . . . Ed.)*

Novice rider Myles Addy was at it again, in first place from wire-to-wire. Riverside sent in speedy Kenny Watts who rose to the occasion with a second spot for the day, with "Kid" Coffman hustling for third. ●

Bay Mare is dead: Fear and loathing in Ventura

By Lee Taylor

VENTURA, CA, FEB. 15

A faithful band of American Motocross Enterprises (A.M.E.) followers gathered in the Ventura County Board of Supervisors' chambers for the final verdict, regarding Bay Mare, the oldest MX track in this part of California, and long since inactive. Situated in a remote corner of Balcom Canyon in Ventura County, it seemed the logical center of MX for Ventura and Santa Barbara Counties. Jerry Shore, President of A.M.E., had great hopes for Bay Mare and after many months of trials and re-trials in search of the necessary permit, D Day had arrived.

Those of us at the hearing thought we'd seen the worst of prejudice and ignorance on behalf of the local gentry and politicians at the Planning Commission Hearing a month earlier; but nothing we'd seen or heard prepared us for this final trial. The good people of Balcom Canyon were there in force and heavily armed. Their ammunition ran the gamut: claims that given a foot in the door, our people would terrorize the community, hunt down their fine horses, pee in their bushes, and spread a strange disease known as Avocado Root Fungus to their avocado groves. (This disease presumably would spread through contamination of the neighborhood water supply. Who would have thought watering trucks harbored Avocado Root Fungus or that motorcycles were deadly carriers!)

If this weren't enough, we were informed that the additional road traffic on Sunday would upset epileptic dogs in a local kennel causing them to have seizures and all brood mares ready to foal would be unduly agitated and probably would produce still-born foals.

The local law enforcement officals, not to be upstaged by the homeowners, accused us of reckless driving to and from the races. Their premise was that racing is an exhilerating sport and would obviously stir us all to such a frenzy that we would race through the canyon, causing numerous accidents and overloading their work schedule. Their question was who would pay them for the over-time required to control our reckless driving?

We countered with letters of commendation from the police departments in Santa Maria, Bakersfield and Camarillo; areas where A.M.E. has been and is racing. These letters were read aloud, but quickly ignored by the Supervisors.

One resident, convinced that our racers would trespass and maim the area, rented a plane and took aerial photos of Valley Cycle Park, showing dirt trails around and behind the park, presumably caused by motorcyclists. Another lady's solution to the problem was to let us have Bay Mare but that all the riders should be airlifted in and out so as not to present a traffic or community problem.

To top it off, several townspeople and Supervisors encouraged A.M.E. to buy Valley Cycle Park and race there, since there were no nearby residents to disturb; or better yet, buy land in Malibu Canyon (an area they consider environmentally sound, not in conflict with a race track). They also pointed out that there would be no danger of fire in Malibu Canyon, and no residents to disturb. One guilt-ridden Supervisor went so far as to suggest they all get behind us and help us with the necessary permit for the area.

The remainder of comments from the opposition came mainly from self-righteous fathers, condemning motocross as an indecent sport, chiding us for spending so much money on our "mechanical toys" and urging us to switch our allegiance to Little League Baseball or jogging. To each his own!

The majority of the Supervisors knew little or nothing about racing, referring to the bikes as "motors." One of the major disappointments of the afternoon turned out to be a nay vote from one of the Supervisors who had raced Bay Mare in earlier days, as well as Indian Dunes and Saddleback. His objection was to the "followers" of races — those undesirables who attend races, not to race but to vandalize, terrorize and in general, wreak havoc to the area. This seemed to be the general outcry of the opposition. They allowed as how Jerry Shore and his group were fine outstanding people and would do no harm; however, the nature of racing would attract "followers."

One interesting item of the day was

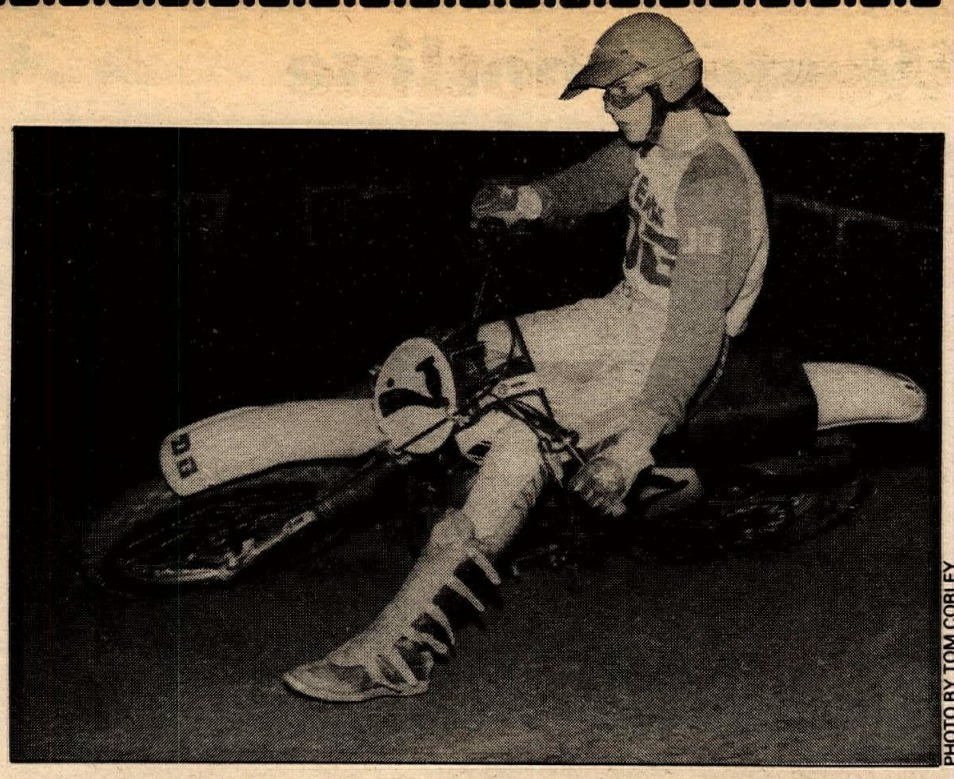

PHOTO BY TOM CORLEY

Mike Bell looked calm and collected on his way to another CMC double win — this one on a cool Irwindale evening.

a man from Orange County who was buying property in the canyon. He remarked that should Bay Mare fall through, the area would be well suited for real estate development and that he would consider purchasing it himself for this purpose. Not one protest was raised from the residents. Apparently, bulldozers and construction would have no detrimental effect on epileptic dogs and brood mares. No one suggested he pay for road work. Interesting point, especially in the light of a recent reversal, just a week or two before the hearing, in the support of the Fire Department and a local Citizen's Committee.

On our side were some pretty terrific people. Doug Burhoe was there with correspondence he'd received from local Congressmen regarding the need for Bay Mare. Doug had his say and refused to be put down by the Supervisors. Dee Granger, President of the Endoes was there and let everyone know, in her opinion, Jerry Shore was a fair and impartial man who upheld his decisions.

By the end of the four and one half hour session the vote was cast. Four Supervisors turned us down but one was for us. Mr. Jones had no particular affinity for MX but felt we at least deserved a chance. ●

Consistent Atkins, aggressive Lawrence win at CMC Irwindale

By Tom Corley

IRWINDALE, CA, FEB. 25

The Mini classes are really going strong each week at CMC night motocross, with usually a couple of Junior divisions, an Intermediate, Expert and Mighty Mites' race as well. In tonight's Expert contest, usual favorite Rick Atkins (FMF) met his match when he bumped tires with Scott Burnworth (Yam). It really appeared as if Burnworth was going to run away with the contest as he won the first but then misfortunately placed a fifth in the second moto. This one bad placing ruined his perfect score because he won the third moto as well. Atkins on the other hand, stayed consistent and swept through the night with a 2-2-2 finish that gave him the overall Mini Expert win. Burnworth took second overall which still made his long drive from Jamul worthwhile.

Crown Cycle racer Mark Lawrence's aggressiveness helped him take the first place 125 Pro honors tonight, winning the first two motos, while the third fell to John Atwood. Atwood was full on the throttle the whole time, but Lawrence would always find a way to sneak by. The pass that he made in the second moto while charging toward the Steve Hurd jump was just sensational. Atwood deserved the second-place money from CMC while Dan Turner rode Kelvin Franks' special breed of machine in for third.

Results in Results Section.

Gentry, McLaughlin winners at AME Mini opener

By Lee Taylor

VALENCIA, CA, FEB. 25

Friday was opening night for the 1977 season of night racing on the Mini track at Indian Dunes and the 12-year-old or older 0-83cc were just raring to go, Doug Gentry and Todd Bausch in particular. These two charged off the line with all the fire and spirit of the Pros. All around the track, they were inches apart between them. Gentry (Yam) pulled a slight lead over Bausch (Hon), and managed to hold his position down to the checkered flag. Bausch took second.

In the six to eight-year-old 0-83 Beginner class, Eddie Hicks was doing his thing on an 83cc Suzuki. Quite a switch for him from the Junior Cycle he usually races. He started off in the lead but ran into some interference from Tim McLaughlin (Hon) and Eddie Robison, riding a Yamaha for Pand Racing Team. Hicks kept on truckin' but couldn't quite get by McLaughlin.

In the second moto, Hicks fell starting out of the gate but recovered in time to pick up second and hold it. Robison ran into bike trouble and fell back to third. The final moto found McLaughlin out in front with Hicks hot on his tail. Hicks pushed with all his might but couldn't get by. McLaughlin picked up first with a cleansweep. Hicks took second place and Robison wound up third. ●

Results in Results Section.

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NORTHERN DATELINE

Faces show the toll of fatigue and cold at a Sawmill Enduro checkpoint.

"The faster you tried to go, the colder it got . . ." This rider TTing through the clammy mist must be freezing.

PHOTOS BY MIKE KINSELLA

"Do I dare try this?" Chutes like this resembled an otter's mud slide. The only consolation — it's too wet to crash and burn. (Crash and steam?)

Sawmill Enduro:

"They all laughed when I left the start in my rain gear."

By Mike Kinsella

MIDDLE CREEK CAMP, CA, FEB. 20

The weather always adds something to the Sawmill. Two years ago it was a couple feet of snow, last year it was miles of mud. This year it gave riders a little snow, a lot of mud, icy winds and rain, rain, rain. Even in the second year of Northern California's drought the North Bay M/C can provide at least an inch of rain, and set up an excellent enduro at the same time.

An older fellow named Jim Saitone (Bul), who apparently rides only a couple of enduros each year, took the first place trophy with two minutes 31 seconds lost over the 98.7 mile course. Saitone is as unknown as rain is rare around the enduro circuit. He rides in the 250 Expert class and is a veteran of many motocross battles.

Bob Mullarkey (Hus), an Open A rider, took second place with a score of 4:00. Maico rider Glenn Toplieff followed with 4:18. The youngest of the top finishers was 18-year-old Jeff Henning who rides a Husky, and his score was 5:40.

This was a tough enduro. It was an enduro in which even the most hard pressed C rider who pushed on as far as he could deserves to have his name mentioned alongside the names of the victors. One of these is Bruce Marhenke. He rode a 250 Yamaha and started back on the 109th minute. By the time he left the start line the Experts were pulling into the gas check 51 miles out, the rain was whipping down and the hillsides were becoming a foaming muck. The icy wind was swirling along the ridge tops.

Bruce is no turkey. But after the A and B riders have churned up the steep climbs and after less fortunate or less skillful riders have slumped to a stop on these same hills, blocking any access to the top, Bruce must strain, push, carry and cuss that bike uphill.

The bottlenecks — after the five mile check and between checks two and three — were like a clogged sink drain. The effort drained energy needed to fight the wet and cold. The faster you tried to go the colder it got; it became a major effort to steer, to clutch, to brake, to concentrate. Glasses and goggles became fogged over, coated with slime, completely useless.

At the gas check, like most other C riders, he turned off the course and took the paved road back to camp. He was 23 points down, completely exhausted and wet, and so cold that nothing other than the van's heater could be thought about. Not even a finisher's pin for his effort.

Hundreds of riders coasted down the road back to the start/finish line in the mist and drizzle of the early afternoon. They were stopping at the campfires burning alongside the route, warming up a little, talking little, laughing not at all. Most of them had looked forward to a dry, sunny day and a fast run — they wore light clothing — and all had found themselves slogging through an unending, frozen haze.

There were no protests. The time and distance factors were all correct. The new District 36 clocks were used for the first time and at the end of the run they were all within one second of each other. These digital readout pieces will be used at enduros from now on, eliminating much inconsistency in the quality of each club's timekeeping abilities.

The Mendocino Division of the National Forest Service helped greatly in the layout and presentation of this superior enduro. The rangers used the opportunity of catching a large group of off road riders and their families in one place to state their case for an off road vehicle plan that's in the making. They gave a slide show Saturday night and passed out information packets. They gave the impression that they were not entirely anti-motorcycle and the plan seems reasonable on the face of it.

Another Sawmill Enduro has been run. It fit in well with the tradition this enduro enjoys for difficulty, technical efficiency and good organization. Most everyone will be back next year, struggling for that prized finisher pin.

Official results when available.

Castleman surprises, Gumbman dominates at Action Raceways MX

By L. Moore

CORNING, CA, FEB. 27

There was lots of action from the Mini class as 17 riders lined up. Bobby Moore (Suz) had his trouble staying aboard. A new face in the class Brad Wilson (Suz) seemed to have better luck as he took both motos.

The 100 Junior class was sewed up by Tom Dempsey (Yam) who was far out in front. Second place was local favorite Scott Dorman (Yam).

The 125 Intermediate had a few surprises as Scott Phillips (Suz) just out of the Novice class had the first moto sewed up. But the second moto proved to be more of a test with Dale Castleman getting the holeshot, with Lance Lollar (Suz) not far behind. Scott Phillips was waiting for a chance when a broken chain put him out of the action. Dale Castleman (Yam) took first overall and Lance Lollar (Suz) second.

Tom Odekirk (Suz) got both holeshots and took first in the 125 Expert class. Tad Gumbmann was riding a Maico 250 for the day. Everyone had a hard time trying to catch up with him; he seemed to ride faster on the 250 than the Open bike which he is used to riding. Treve McReynolds (KTM) all the way from Klamath Falls, Oregon was second.

Results in Results Section.

Four-race Northwest Short Track Series confirmed

All the dates have been firmed up for the Fourth Annual Northwest Professional Short Track Championships. With four races in four days, it is the "Speed week of the Northwest."

Starting off in the Portland Memorial Coliseum on Wednesday, March 23rd, the scene moves on to Corvallis, Oregon on Thursday, March 24 at the Benton County Indoor (the only dirt event of the series). The new addition this year is on Canadian soil Friday night at the Pacific National Exposition Agrodome in Vancouver, B.C. on March 25. The Grand Finale and the crowning of the Series Champion will be Saturday night, March 26 at the Seattle Center Coliseum. Total combined purses reach $7,500 including $600 cash to the series champion.

Last year's champion from Fremont, California, is Rick Hocking, National No. 13. Motorcycle buffs in the Northwest remember Hocking for his prowess on the indoor surfaces. An early entry for the series comes all the way from Illinois. Movin' Mike Caves and his Harley-Davidson will compete at all four events. Riding under National No. 28, Mike has many credits including Illinois State Champion in the T.T. and half mile, and two runner-up finishes in the Midwest Region Championship in 1975 and 1976.

For entry information call (206) 631-1550. ●

Gregson collects two Winter MX Series titles — while awaiting surgery

By Sue Sykes

PUYALLUP, WA. FEB. 27

Mark Gregson, the Northwest's No. 1 Pro rider, was sitting it out in Puyallup Hospital while the final prizes were awarded. His Dad claimed Mark's winnings for first overall in both 250 Pro and Open Pro classes while waiting for Mark to get out of surgery. Gregson had come

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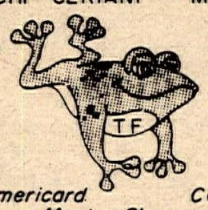

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I did not mention Yamaha, Harley Davidson, Bultaco or Ossa because we already know they are proven winners. Any of these 8 engines are ready and willing to win a National Championship. What I am trying to say is – let's get to work. I for one am tired of seeing 1 or 2 brands win every time, aren't you? If I left out your brand, don't despair, there are 4 more just as good as those noted.

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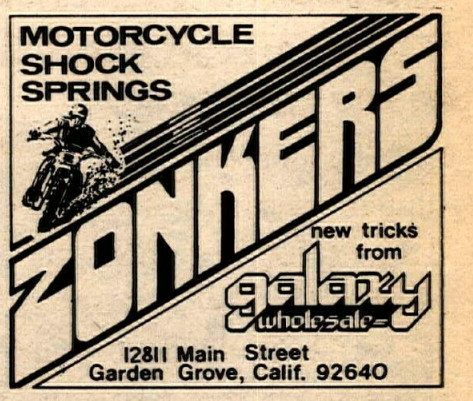

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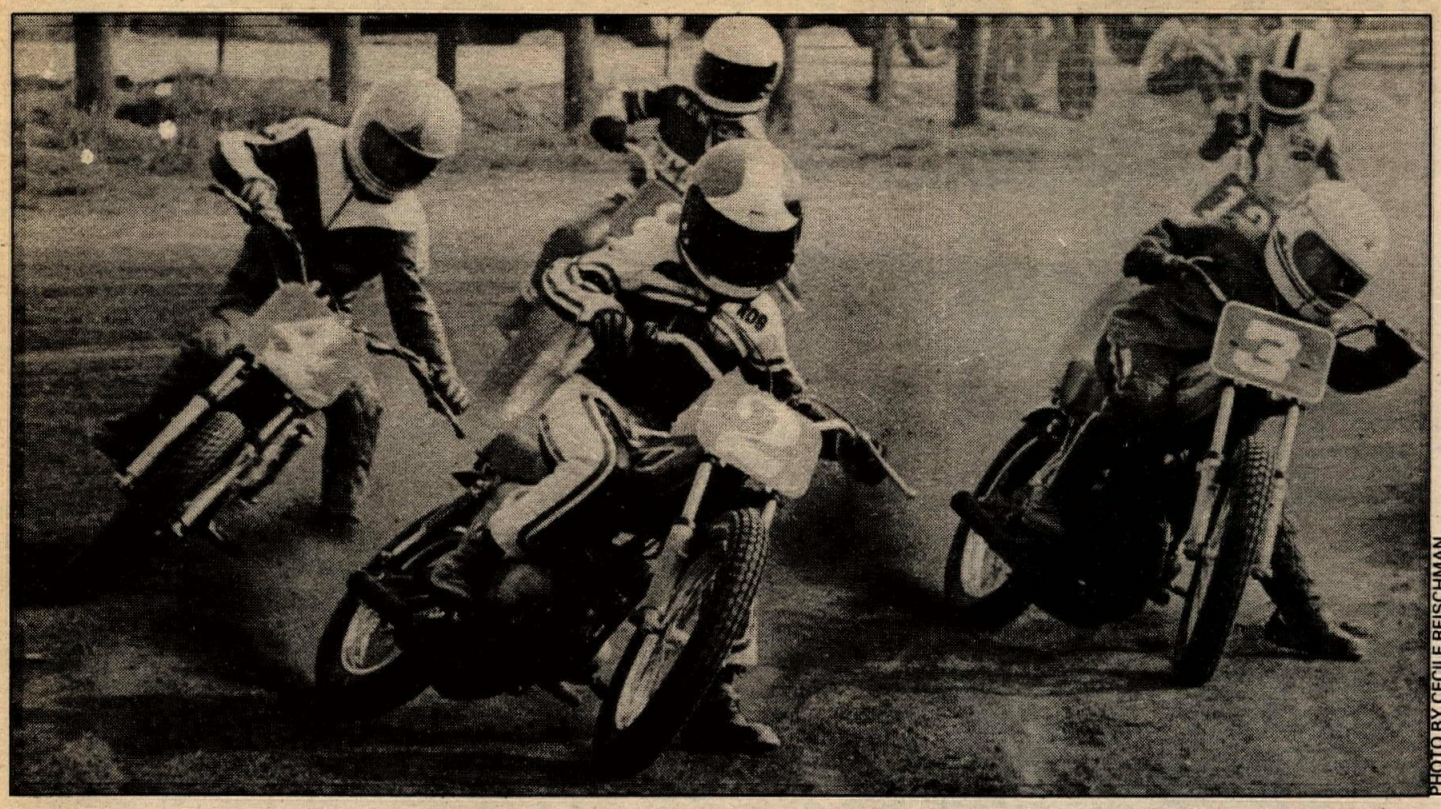


PHOTO BY CECILE REISCHMAN

Mini Expert Rob Ely (2) gets an early lead on Billy Hollenbeck (4) and Robert Land (3) at Spinners TT

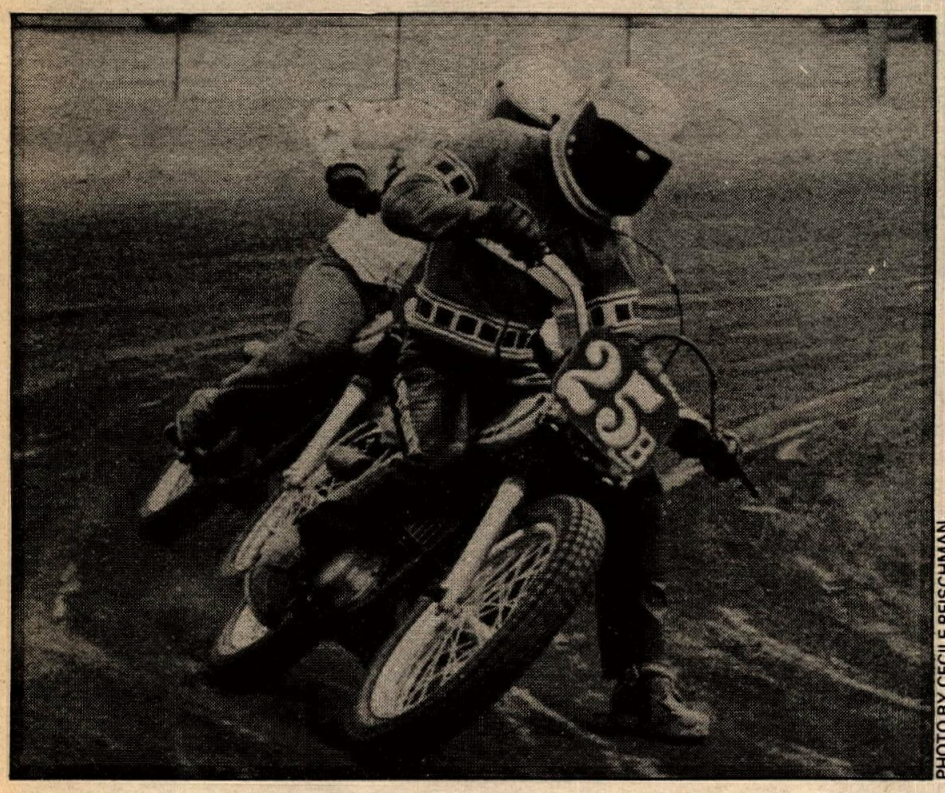
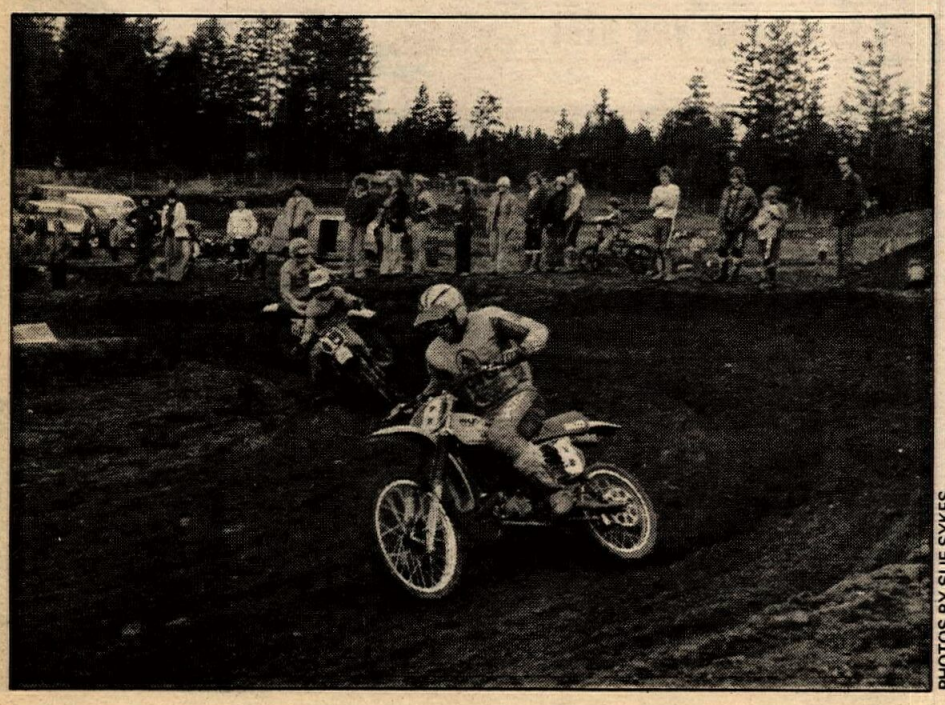


PHOTO BY CECILE REISCHMAN

Dennis Longacre, a coming 200cc Junior at Porterville, cleverly hides a companion's number so he can't get his name in the paper.

Mike Odden (8) sprays Puyallup real estate back at fellow 125 Pro George Symonds (1w)



PHOTOS BY SUE SYKES

Mark Gregson (1) roosts a competitor in practice, but was in the hospital by the time his two Winter Series awards were handed out.

off his Open class bike and broke the same wrist he hurt last year.

The "Super Mac", Larry MacKenzie will be out for about five months. It's reported that MacKenzie underwent surgery for the knee injury from the Feb. 20 race. Even with all this happening, there were some class winners still to be decided, and the riders were on their toes.

For the first time in memory, the Mini Jr. class was run in two races. The two lap Mini Consolation was won by Mike Larson (Hon) — youngest member of the Larson racing team. His brother Phil and dad (Phil, Sr.) took home series wins for Mini Expert and Over the Hill.

The star of the day was Pat Jacobson from Auburn. Jacobson grabbed the lead from Honda-mounted Bob Klemp in moto one. He cut loose to stretch the lead over Gary Racca (Yam), now second. Something mechanical went sour about lap four, and Racca went on to finish when Jacobson pulled out. Jacobson turned around next time out and put a moto win on the card; then he chalked up an overall win in Open Pro.

Many thanks go out to Quaker State Oils and D-G Performance Specialties for their support of this Puyallup eight-race Winter Series. Jackets, hats, T-shirts and gift prizes went out to 64 deserving riders who had worked super-hard for the last two months.

Results in Results Section.

Ely back in Spinners TT winner's circle

By Cosmic Cat & Co.

PORTERVILLE, CA, FEB. 20

The rather dry Porterville Spinners track helped put Rob Ely (Yam) back in the Mini Expert winner's circle. Ely admittedly prefers a dry track and showed why as he took the holeshot, then waltzed away to the checkers with a 15 bike length cushion. Ricky Hollenbeck (Suz) and Robert Land (Yam) had an early battle for second until Land took control on lap three.

Michael Padilla (Yam) had his problems on the last lap of the 200cc Novice Main. Padilla was leading when the white flag was thrown, but dropped the lead to Marty Brown (Yam). Seconds later, Tony Oxford (H-D) found a hole and slipped by in the righthander, dropping Padilla into third. Positions remained in that order at the finish.

Stan Wheaton (Suz) and Chris Hignote (Yam) diced side by side for two laps in the 500cc Novice run. Hignote won out for good going over the jump on lap two. Wheaton then tried desperately to keep his second position from falling to fast-closing Mark Meadows (Yam). Wheaton's efforts were in vain as Meadows edged by for second at the line. ●

Becker, Halcomb and Cantaloupi tops at SVS MX

By Sallee Hilton

PLYMOUTH, CA, FEB. 27

Although Ken Sisler (Mai) and Jeff Loff (Mai) each took a moto win in the Open Expert class, it was Delno Becker (KTM) from Oroville who snagged the overall first.

Mark Lewallen (KTM) was first off the line in the first moto with Sisler sizzlin' behind him. Loff, running third, was charging hard when he crashed hard. Sisler smoked on by Lewallen and Kent Classen (KTM) pulled into third, then crashed. Blue Plate No. 2 Becker took over third, and the top three were set.

Sisler and Bruce Logan (Suz) took the initial lead in the second moto, but shortly thereafter both went down and were running dead last when they got going again. That put Becker and Lewallen in the lead with Loff moving fast in third. Loff took second, then caught Becker at the straightaway and wheelied on by. Sisler was back up to fourth by the finish.

Charlie Halcomb (Hus) hauled in the cash for both moto wins in the 250 class. From holeshot to checkered flag Halcomb had it his own way, with the single exception of the first lap of the first moto when he had John Minor beside him. Jim Lesniewski, (Oss) moved from eighth to second in three laps, then spent the next four laps of the first moto trying vainly to catch Halcomb.

Back in third, Minor was being passed by Ron Junkert and then by Mark Hilton, both on Suzukis. Hilton had worked his way up from about 13th off the start, and was putting the move on Junkert in the final minute of the race but couldn't take third away.

In the second moto, Halcomb was again way out front with Lesniewski chasing him. Hilton and Junkert were dicing and swapping for fourth when all of a sudden Kipp Classen (KTM) went right by both of them.

After Dana Waxham (Suz), an Expert of only six months tenure, got out front in the first 125 moto he stayed there. The next four riders were all close and switching positions. Those riders were Junkert, Donnie Cantaloupi (FMF) Jeff Watts (Hus) and Lesniewski, now on a Husky. Cantaloupi finally got ahead of the others and took off after Waxham. Junkert almost dumped it, setting himself back. Watts was running third when he crashed. By the end of the race Cantaloupi was right on Waxham's tail, Lesniewski got third and Junkert was fourth.

In the second moto, Waxham again got the lead, but this time Cantaloupi didn't waste any time taking it away from him. Lesniewski had crashed and was trying to work up. Waxham lost another position to Russ Morgan (Yam). Morgan held out for a while, but was booted back by Waxham, then Junkert, Jerry Brown (Suz) and Danny Willis (Yam) who finished in that order. ●

Results in Results Section.

ITMA Annual Convention hits Jackpot

The Idaho Trail Machine Association's thirteenth annual state convention is set for Saturday, March 19, at the Club 93 Convention Center in (you guessed it) Jackpot, Nevada. The all-day conclave of member trailriding clubs will combine business, pleasure, and a brief opportunity to sin in this resort/convention/play town near the Idaho border.

The business part gets underway early with the ITMA Board meeting from 10:00 a.m. to Noon, followed by a no-host luncheon. Re-convening at 2:00 p.m., the meet gets livelier with a guest speaker, slide show and displays. Donated door prizes will be drawn for at scattered times throughout the afternoon and evening.

Moving on through Happy Hour, the convention reconvenes at 7:00 p.m. to a Prime Rib banquet (tickets $6.50 each, pre-entry or "post") with professional entertainment by stage-comic-magician Mr. Bill Southwick. Watch out for this fella, he may turn your trusty trail scoot into a dresser Hawg before your bleary eyes!

Saturday's survivors meet with motorcycles in hand at 10:00 a.m. Sunday for a short haul to the mountains and a 50-mile family trail-ride with optional loops for ISDT types, "shoes" and assorted masochists (weather permitting).

All proceeds from the event go to promote conservation, fight land closure and encourage responsible trailriding. Magic Valley Trail Machine Assoc. is coordinating the show, and Pocatello Trail Machine Assoc. is hosting the Saturday afternoon slide show. Support and donations were obtained from local, regional and national businesses. There are free RV hookups in the area. To get details or make your reservations for convention and/or accomodations, call (208) 755-2341 or 733-5163. ●

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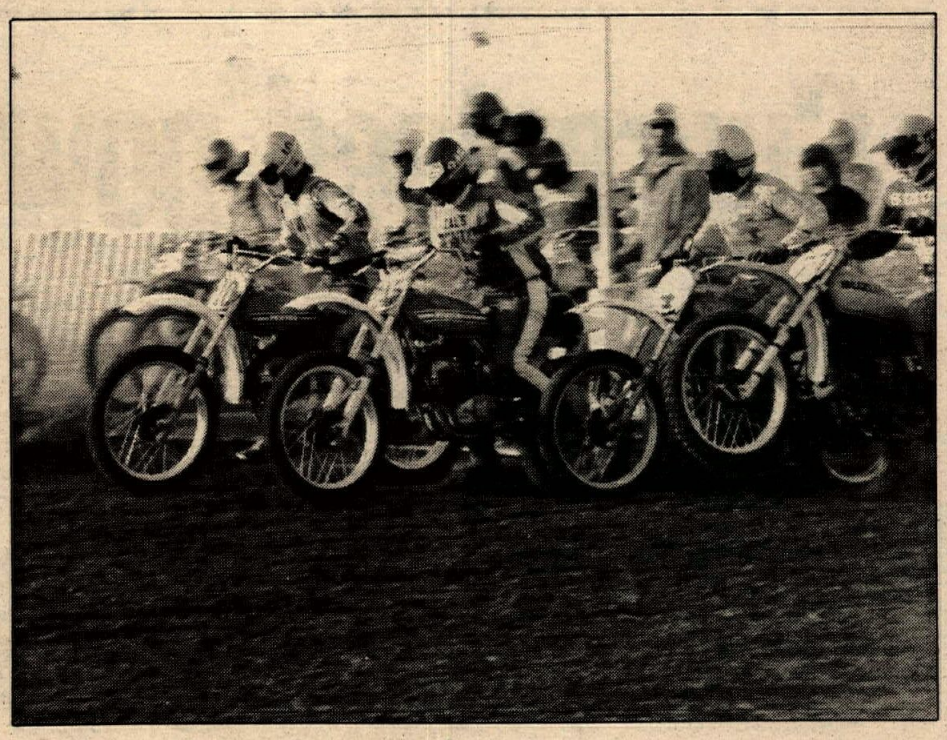
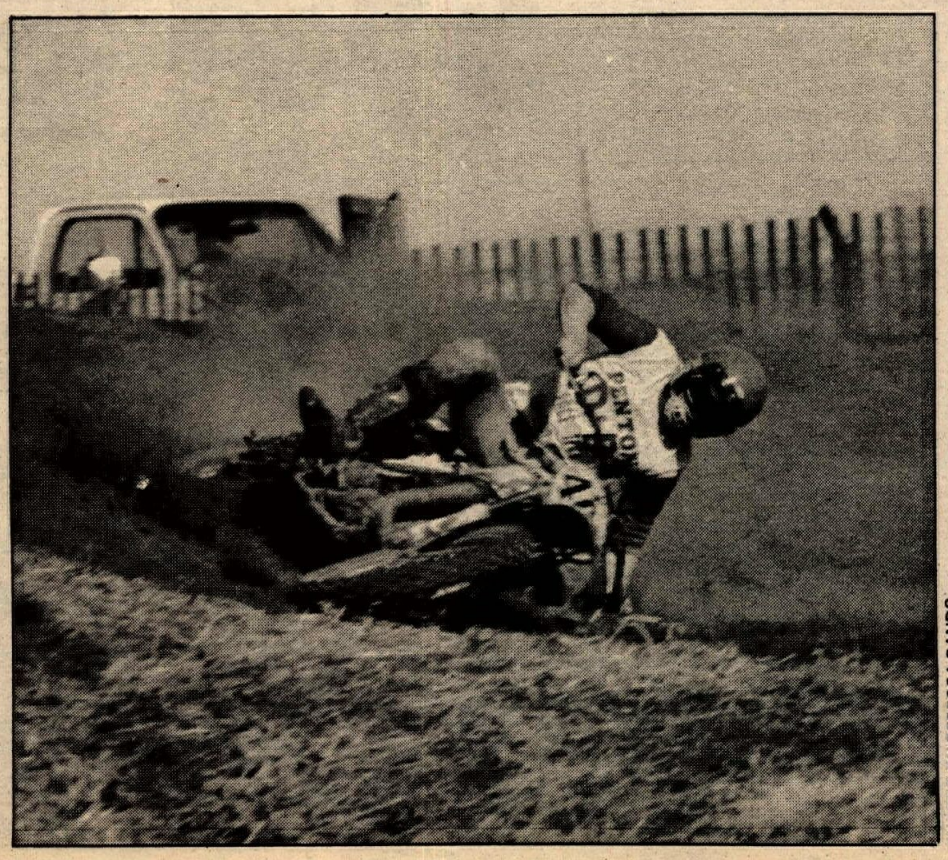
CENTRAL PIPELINE

Billy Smith (701) and Bruce Hallmark (301) came from behind to take first and second in the County Line Cycle Park Cross Country 250 Pro class Feb. 13.



(Above) Open Expert hustle-shuffle at Ponca City. (Below) Very low sliding technique on the Oklahoma turf.



PHOTOS BY REBECCA SANDS

Hallmark wins County Line cross country

By Jack Siegrist

IRVING, TX, FEB. 13
Bruce Hallmark and Billy Smith diced for 50 miles to spearhead the Pro classes at County Line Cycle Park's second Pro Cross Country event of 1977. Hallmark took the 250 class lead from the start, and wrestled the overall lead from "First Lap" Philip Hargrove on the third lap. Hargrove was the eventual winner of the Open Pro class. In hot pursuit of Hallmark were Jeff Kring and Billy Smith. With only two laps to go, Kring, who held second place at the time, ran out of gas and was relegated to a sixth-place finish. Smith came through the checkpoint to start his final lap into the woods, had second thoughts about his own gasoline situation, came back and gassed himself up — still finishing only two minutes behind Hallmark.

TheOpen Expert class also featured a 50 mile duel between good friends and arch rivals Bill Alstrin and Bob Pope. Both riders were mounted on the new automatic Huskies and raced on the same minute for the entire afternoon with Pope the eventual winner. ●

Results in Results Section.

Niday wins twice at Ponca City Qualifier

By Rebecca Sands

PONCA CITY, OK. FEB. 13
The third State Qualifier for the Grand National moto-cross Championship, had 235 riders participating. This series provides a chance for Minibike, Novice and Amateur riders, as well as Experts, to earn points and secure a place in the finals, March 20, at the Astrodome. Six states were represented in today's race.

The Senior Minibike Class consisted of the top riders from four states. Shannon Niday (Suz) led the first moto all the way. Scott Noble (Yam) rode hard to stay in second but Kenny Castor (Yam) slid around him and Dave Weak (Yam) to earn second at the flag. Weak finished third, Noble fourth. In the second moto, Weak got the holeshot, followed closely by Noble, Castor, and Niday. On the third lap, Niday skillfully worked his way up to first, with Weak holding on to second, Castor, third. Niday also took first overall in the 100 Amateur Class.

Some superfine riding, took place in the 125 Amateur class. In the first moto, Mike Crowley (Yam), fifth after one lap, carved his way through the pack to take the lead. Clay Hornshell (Yam) did some catch-up riding to finish second. Jerry Smith (Suz) also came from back in the pack up to third. The second moto saw Lee Hodges (Suz) ahead in the first turn. Smith rode in second three laps until Hornshell shot from sixth to first. Hodges finished second, while Crowley got around Smith for third.

In the 250 Expert Class, Trey Jorski (Pen) plucked the holeshot in both motos and rode unopposed to win. Bobby McDaniel (Pen) roared to a strong second. Joe Burke (Suz) and Pat Johnson (Pen) diced for third and fourth, with Burke winning out. The second moto was restarted after Gary Bowman took a hard spill down the first straight. Randy Kirschbaum (Hon) steadily gained with superb riding to finish third.

The combined Novice and Amateur Open Class was comprised of 22 determined riders. Robert Fillmore (Mai), wide open, pulled the first moto holeshot and greedily held on to first. John Faulkner (Yam) held second for four laps until Mike Slover (Suz) got past him. Fillmore repeated his victory the second moto, and John Pittman (CZ) showed fine style holding on to second until the last lap, when Robert Bennight (Mai) got around. ●

Results in Results Section.

Wise's Flying Ws top McAllen MX

By Nick Castillo

McALLEN, TX, FEB. 27

Warming up for an upcoming event in the Astrodome, Steve Wise (Hon) mopped up the Expert class at the McAllen M.C. motocross.

Rodney Womach won the 100 class on a Honda set up by Flying W, a new line of race prepared machines from Wise and Jimmy Strait.

Ruben Ramos (Yam) won twice, powering to victory in the 125 and 250/Open classes. Brad Dorff (Hon) led the opening laps of the second 125 moto, but had to settle for second overall. Jimmy Sanduig (Yam) gave Ramos a stiff challenge in the 250/Open event, but it proved to be for naught.

The Mini classes had to be combined. The Super Minis, scored separately, had some hair-raising racing. Manuel Negrete (Yam) got stuck in traffic in the first moto, crashed and still finished fourth. Negrete grabbed the lead at the start of the next moto and led all the way, earning an overall win. Todd Shampoo (Yam) won the other class of Minis. ●

Results in Results Section.

U.S. VS. World speedway matches return to California

An international squad with 15 World Speedway Championships distributed among its members will meet California's young lions on their home turf in a revival of the highly successful "U.S. vs. the World" international test match series. The three-event series, set for March 11, 12, and 19 at separate Southern California tracks, has received official AMA sanction (the lack of which led to the cancellation of last year's show). Publicity and sponsorship are to be provided by KEZY Radio (AM 1190), KACY Radio (Oxnard, AM 1520), and by Southern California Datsun dealers.

International Speedway, Inc. President Harry Oxley has reportedly been burning up the transatlantic cables to Sweden, arranging a first West Coast appearance of five-times World Champion Ove Fundin for the World Side. New Zealanders Ivan Mauger and Barry Briggs each have four World Championships to their credit, while their teammates Peter Collins and Anders Michanek are the 1976 and 1975 Champions.

Arrayed against this top-heavy international talent is a U.S. squad that includes America's only active world title contender Scott Autrey, Houston winner Mike Curoso (who, like Autrey, has survived a rough British League apprenticeship), and three-times U.S. Champion Mike Bast. Acting as sideline coach and team manager for the Americans is Sonny Nutter.

The equalizer in this contest is Southern California's short tracks, and the specialized style necessary to ride them. It was on tracks of 180 yards or less, like Costa Mesa, that the Americans in 1975 dealt the invaders a stinging defeat -- a first in the history of the test match series. Only at Irwindale is the length and character of the track more nearly like the European circuits.

For this year, U.S. team captain Bast (who will pair with Bruce Penhall) says "...with all we learned last year in team racing and strategy... Even with Fundin, I think we can take 'em." Fundin, in his 40s, is remembered by a handful of American fans as the fierce competitor who put Danny Becker through the wall at a rough, no-holds-barred Houston Astrodome exhibition.

The Team Rosters

U.S. Team

Team Captain, Mike Bast
Scott Autrey
Mike Curoso
Rich MacMurray
Bruce Penhall
Bobby Schwartz
Larry Shaw

World Team

Team Captain, Peter Collins (GB)
Barry Briggs (NZ)
Ove Fundin (Swe)
Ivan Mauger (NZ)
Jimmy McMillan (Sco)
Anders Michanek (Swe)
Zenon Plech (Pol)
Jiri Stancl (Cze)

The Schedule

March 11
Orange Cnty. Fgds., Costa Mesa, CA
March 12
Irwindale Rwy., Irwindale, CA
March 19
Ventura Cnty. Fgds., Ventura, CA

All races begin at 8:00 p.m. For ticket information, call International Speedway, (714)540-2496 or (714)492-9933.

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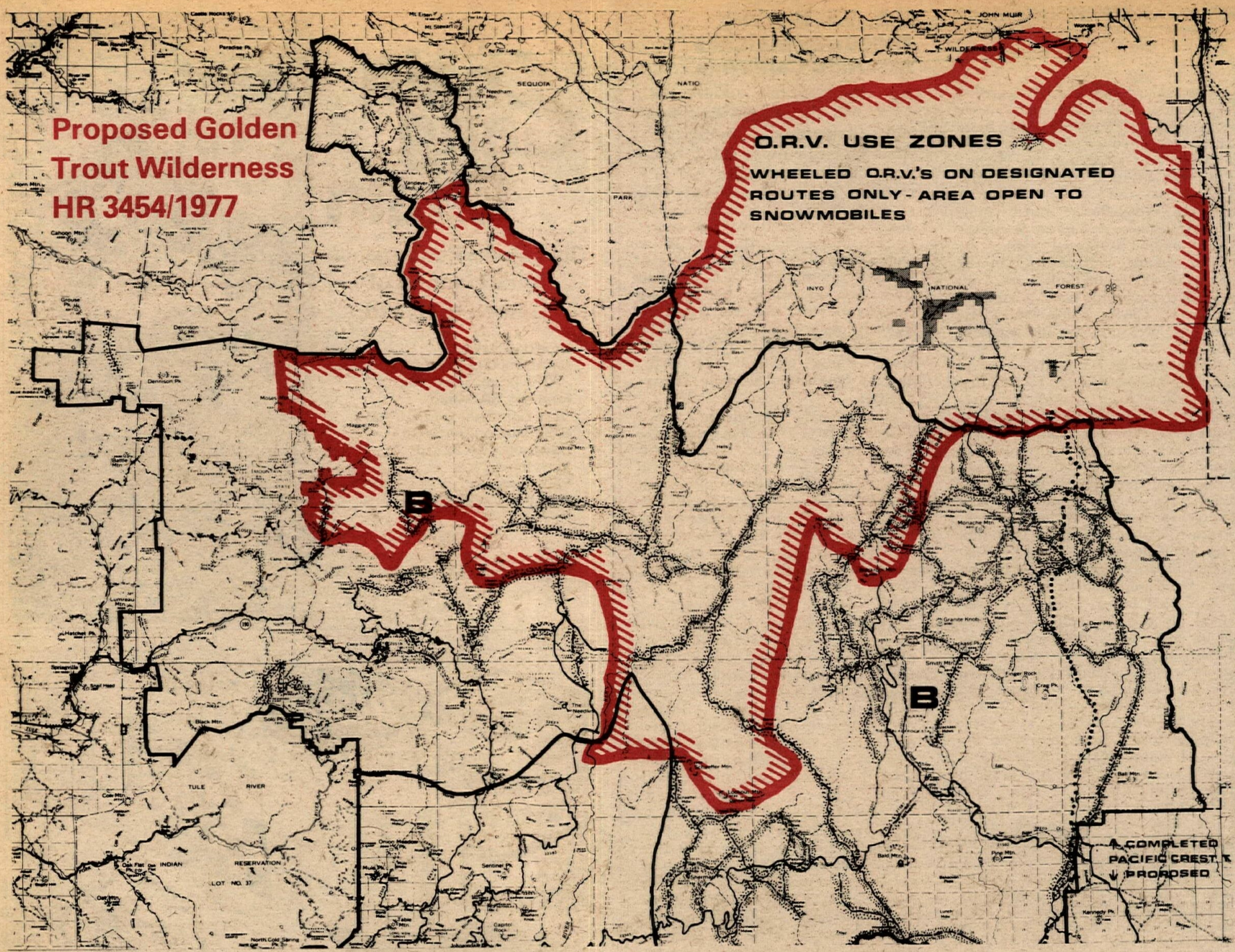

LAND GRAB '77

Preservationists want to steal a million acres of riding land while you sleep

By Lane Campbell

Not satisfied with having locked up over four million acres of public land as designated wilderness, preservation groups have mounted a multi-pronged attack on 1.71 million additional acres of National Forest. Acting on the preservationists' behalf, Congressman Morris Udall (D-Airz.) introduced H.R. 3454 on February 9, a bill entitled the "Endangered American Wilderness Act of 1977."

H.R. 3454 would add almost 1.25 million acres of land to the National Wilderness Preservation System, and designate another 468,930 acres as Wilderness Study Areas. This action would close all these lands to motorized access.

This is not just another wilderness act. It is part of a multi-front assault on many acres where trail riding is now legal. Discounting the 405,000 acre island wilderness in Alaska, (see table) this translates into over a million acres in which the intent of the 1964 Wilderness Act is being severely bent, in an attempted end run around the normal channels of public land-use planning.

An illustrative case is the proposed "Golden Trout Wilderness" which is, in reality, a 240,000-acre chunk out of the Kennedy Meadows/Little Kern/Kern Plateau area of the Sequoia National Forest in California. To be a bona-fide candidate for wilderness, the land must be in a primitive, untouched state; i.e., no roads, no permanent structures, no "developments" out of touch with its wilderness character.

Far from the intent of the original wilderness act, this region has been recognized for almost 12 years as a *de facto* ORV use area. Access to the region has been allowed along designated roads and trails, not only to ORV users, but also to hikers, horsemen and commercial pack-train operators — user groups whose needs are often in conflict.

Recognizing this user conflict, and prodded by Executive Order 11644,

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the Forest Service began four years ago to involve the user public in an updated land use plan. Based on numerous public meetings and volumes of written input, an Off Road Vehicle Plan was released in December, 1976, to go into effect as soon as certain administrative orders could be given. The 1976 plan, which made detail adjustments to the status quo, was challenged immediately in an administrative appeal filed January 28, 1977 by the Sierra Club and the California Native Plant Society.

The appeal is one of many tactics used by preservationists to circumvent the public when land-use plans developed through public involvement don't suit them. They tried unsuccessfully to get a lame-duck Ford administration to declare Kern Plateau a National Monument in early January. The inclusion of Kern Plateau in H.R. 3454 is just another step in the same process.

The American Motorcyclist Association's Legislative Department knew of the bill's existence, but was not aware of its detail implications. The tactics used in submitting the bill have worked to keep the user-public unaware and off-balance.

The slip-copy of the bill (which is released to the public) simply calls out each proposed wilderness acreage by name, number of acres, and host National Forest. For the actual boundaries and exact location of the proposed wildernesses, the bill refers to a series of maps by title, then states that the maps may be filed with the Congress *after* the bill is passed.

It took the detailed digging of one concerned activist in the continuing Kennedy Meadows controversy to obtain a copy of one of these maps. If the Kennedy Meadows/Kern Plateau situation thus uncovered is typical, H.R. 3454 and its surrounding intrigue represents a land ripoff of significant proportions.

Riders and responsible trailriding groups near the affected National Forests are urged to contact their local Forest Service office and attempt to obtain similar Wilderness proposal maps for their area. The proposed wilderness areas should be carefully compared to existing ORV plans and existing trail designations. Wherever a proposed wilderness overlaps existing patterns of vehicle use or existing designated vehicle trails, they are stealing your land.

What is worse, the preservationists who are backing H.R. 3454 are trying to steal the land behind your back. By encouraging the Congress to pass this bill and then afterwards tell the public the boundaries of the new Wilderness Areas, they had hoped to present you with an accomplished fact before you could become aroused. It is just one of a whole arsenal of dirty tricks we will see arrayed against us in 1977. This new shift in tactics represents one more challenge which the motorcycling community must gear itself up to withstand. ●

Details of H.R. 3454

"Endangered American Wilderness Act of 1977"

Location	Proposed designation	Acreage
Tongass N.F., Alaska	West Chichagof-Yakobi Island Wilderness	405,000
Coronado N.F., Arizona	Pusch Ridge Wilderness	56,510
Inyo & Sequoia N.F. California	Golden Trout Wilderness	240,000
Los Padres N.F. California	Santa Lucia Wilderness	21,250
Los Padres N.F. California	Ventana Wilderness Addition	60,080
Rio Grande N.F. Colorado	Goose Creek Wilderness Additions	69,400
Cibola N.F., N.M.	Manzano Mtn. Wilderness	37,000
Cibola N.F., N.M.	Sandia Mtn. Wilderness	30,700
Williamette N.F. Oregon	French Pete Crk Addition Three Sisters Wilderness	42,000
Williamette N.F. Oregon	Middle Santiam Wilderness	24,500
Siskiyou N.F., Oregon	Wild Rogue Wilderness	29,000
Wasatch & Uinta N.F. Utah	Lone Peak Wilderness	33,500
Umatilla N.F., Washington & Oregon	Wenaha-Tucannon Wilderness	200,000
	Subtotal	1,248,940
Coronado N.F., Arizona	Galiuro Wildersness Additions — Study Area	80,430
Rio Grande & Gunnison N.F., Colorado	Garita Wilderness Additions — Study Area	182,700
Lolo & Kootenai N.F. Montana	McGregor-Thompson Wilderness—Study Area	89,000
Kootenai N.F., Montana	Mt. Henry Wilderness Study Area	22,000
Lolo N.F., Montana	Welcome Crk. Wilderness Study Area	28,900
Santa Fe & Carson N.F., New Mexico	Chama River Canyon Wilderness—Study Area	50,900
Medicine Bow N.F. Wyoming	Savage Run Wilderness Study Area	15,000
	Subtotal	468,930
	Grand total	1,717,870

RESULTS

American Indoor Championship Series Final Standings

EXPERT-JUNIOR CLASS

	Pts.
1. Randy Carthel	29
2. Steve Droste	28
3. John Johnson	22
4. Mike Caves	17
5. Lance Jones	16
5. Guy McClure	16
7. Larry Cooper	13
8. Ted Boody	11
8. Mike Gerald	11
10. Steve Morehead	10

NOVICE CLASS

	Pts.
1. Steve Witwer	27
2. Doug Fairrington	26
3. Mike Sebach	22
4.Brian Barnard	20
4. Tracy Stevens	20
6. Tony Subler	16
7. James White	13
8. Ronald Rayle	11
8. Wil Stoner	11
10. Steve Gresham	9
10. Niles Hanchett	9

Sandhill Ranch MX Brentwood, Calif. Feb. 25, 1977 By T. Houser

MINI	
Chris Pluta	Suz
David Haze	Yam
MINI EX	
Dennis Houser	Yam
100-125 BEG	
Gary Cates	Hon
Tim Nobles	Yam
Bob Hill	Suz

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100 JR	
Danny Clements	Yam
125 JR	
Joey Schlag	Suz
Mark Howard	Yam
Gary Moyer	Yam
Brian Flynn	Hon
250 JR	
Jeff McChesney	Hon
Conrad Schmeckel	Yam
Steve Cameron	Mai
OPEN JR	
Gary Hopper	Yam
Mike Underhill	Yam
125 INT	
Mike Newman	Yam
250 & OPEN INT	
Starr Needham	Mai
Steve Morelli	—
125 EX	
Rodney Greener	Yam
250 & OPEN EX	
Jerome Heiberger	Mai
Dennis Spence	C-A
Don Taylor	Yam
VETS & OT	
R. Matthews	—
Bob Porter	Hus
TROPHY DASH	
Roy Rundle	Mai

CMC Saddleback Orange, Calif. March 6, 1977 By Patti Trotter

MINI EX	
Rick Atkins	FMF
MINI INT	
Andy Orescanin	Suz
MINI JR	
Jim Ely	Hon
Jeffie Ann Ely	Suz
100 INT	
Ty Hanway	Suz
Chris Overland	Suz
100 JR	
Pat Taylor	Hod
Mike Van Camp	Suz
125 PRO	
Cliff Lett	FMF
Jim Gibson	Suz
John McGonigal	FMF
125 INT	
Huff Hadley	VH
Brett Meyer	Yam
Gary Tomlin	Hon
125 JR DIV I	
Matt Nelson	Hon
Rick Maki	Suz
Bryan Holdren	Hon
125 JR DIV II	
Steve Buckley	Hon
Drew Porto	Suz
Karl Wahlers	Hon
250 PRO	
Ken Morgan	Suz
Steve Rhyan	KTM
Alan Smith	Hus
250 INt	
Burt Wald	Suz
Scott Slayton	Mai
Marc Halliburton	KTM
250 JR	
Matt Tedder	KTM
Gary Gonzales	Mai
Zapata Espinoza	CBS
500 PRO	
Dale Anderson	Mai
Robert Marino	Sux
Randy Blevins	Mai
500 INT	
Dave Tanis	Suz
Johnny Barr	Suz
Paul Thede	CZ
500 JR	
John Steele	Yam
Steve Huth	KTM
Kenneth Estep	CZ

CMC Mountain High Motocross North Fork, Calif. Jan. 30, 1977 By Ed Nahl

MINI JR	
Joey Roberts	Suz
Brett Alcorn	Hon
Mark Duggan	Suz
MINI INT	
Don Licon	Hon
Mike Harris	Yam
MINI EX	
George Holland	Hon
100 JR	
Ron Dunbar	Suz
Skipper Layton	Suz
Gary Lehman	Suz
100 INT	
Vincent Turner	Hon
125 JR DIV I	
Kirk Smith	Hon
George Knott	Hus
Steve Dunham	Hon
125 JR DIV II	
Curtis Kiser	Suz
Jim Keese	Hon
Danny Hannah	Yam
125 INT DIV I	
Kevin Phillips	Hus
Felix Miranda	Yam
Bub Singh	Suz
125 INT DIV II	
Chip Chapman	Hus
John Davis	Suz
John Longinotti	Yam
125 EX	
Tim Worth	Hon
Scott Karl	Suz
250 JR DIV I	
Rodney Williams	Suz
Rod Smith	Yam
Curtis Helmuth	Suz
250 JR DIV II	
Bob Wilson	Kaw
Rod Aluisi	Yam
Ed Alred	Bul
250 INT	
Jim Ellis	Suz
Mark Ginder	Kaw
Larry Leeper	Suz
250 EX	
Tom Bass	Bul
Mike Wickersham	Mai
OPEN JR	
Steve O'Bar	Suz
Wayne Sumner	Suz
Johnny Paulo	Yam
OPEN INT	
Dan Hill	Suz
OPEN EX	
Jack Fanklin	Hus
Bruce Lindquist	KTM

A.M.E. Night MX Indian Dunes Valencia, Calif March 4, 1977 By Lee Taylor

100 BEG	
N. Athens	—
Billy Handal	Suz
Steve Perry	Yam
125 BEG DIV I	
Mark Brocuillitte	Hon
Tom Fasod	Yam
Rory Trujillo	Hon
125 BEG DIV II	
Ty Cline	Suz
Don Patteson	Yam
C.J. Stanley	Suz
250 BEG	
Kenny Beaudet	Mai
Steve Gillette	Suz
Don Durrer	Mai
500 BEG	
Alan Root	Mai
Wayne MacNell	Suz
Jay Miller	Yam
100 Jr	
Steve Oldfield	FMf
Ron Ballek	Suz
Chuck Gunter	Suz
125 JR DIV I	
Gary Jones	Suz
Dana Berg	Hon
George Capodieci	Hon
125 JR DIV II	
Greg Martinez	Hon
Rod Richardson	Suz
Jim Stewart	Hon
250 JR	
Brian Bogdanich	Suz
Mark Parkerson	Suz
Pete Murray	Suz
500 JR	
Bruce Brotcke	Suz
Tom Klinkhammer	Suz
Mark Mohs	KTM
MINI INT	
Alex Jud	Yam
Bobby Ryan	Suz
Todd Broussard	Yam
125 INT	
David Lynch	Hon
Scott Morgan	Hon
Jamie Einbund	Hon
250 INT	
Mike Gosselaar	Suz
Rick Cavish	Suz
Joe Johnson	Suz
500 INT	
Steve Kelso	Mai
Ned Bassotti	Mai
Stewart Rogers	Suz
MINI EX	
Holly Troxier	Yam
Randy Harden	Suz
Tim Smith	Yam
MINI PRO	
Jim Holley	Yam
100 EX	
Kenny Spiker	Suz
John O'Mara	Suz
Jim Crowder	YZ
125 PRO	
Scott David	Suz
Jerry Shore	Yam
Dean Taylor	J-D
250 PRO	
Don Hansen	—
Hal Strauss	Mai
Demon Don Draz	Mai
500 PRO	
Andy Jennings	Mai
Tom Claire	—
Mike Antes	KTM
VETS	
Ron Wiley	Hon
WOMEN's DIV	
Dena Silicato	—
Pat Holland	Hon
Linda Knox	Car

AMC MX Carlsbad Rcwy. Carlsbad, Calif. March 6, 1977 By Chuck Burris

MINI BEG	
Taylor Marcell	Yam
Chris Albus	Hon
MINI JR	
Todd Brady	—
MINI EX	
Mike Toycen	RR
Ted Nass	Yam
Jeff Qualls	—
100 EX	
Tommy Higgens	Suz
Dan Trant	Hon
Rick Wade	Hon
125 PRO	
Broc Glover	Yam
125 PRO	
Broc Glover	Yam
Warren Reid	Hon
Randy Hess	Hon
125 SR	
Tim Murphy	Hon
Gregg Young	Hon
125 INT	
Steve Haney	Yam
Scott Anderson	Yam
Chris Chaffee	Suz
125 JR	
Scott Brady	Yam
Ed Vidovich	Suz
Chris Harold	Yam
125 BEG	
Dale Tanke	KTM
Mike Wagner	Hon
Lee Ramage	Hon
250 PRO	
Mike Bell	Yam
John Smith	Yam
Val Tamietti	Mai
250 INT	
Gary Cox	Mai
Jim Hanley	Mai
Rick Cavish	Suz
250 JR	
Vince Hunt	Kaw
Ron Tuyinsky	Hus
Jim Williams	DG
250 BEG	
Ron March	Suz
Greg Burgeson	CBS
Paul Houtz	—
OPEN PRO	
Mike Bell	Yam
Val Tamietti	Mai
David Gerig	Suz
OPEN INT	
Dan Fowler	Hus
Billy Keefe	Hus
David Metje	Suz
125 BEG	
Dale Tanke	KTM
Mike Wagner	Hon
Lee Ramage	Hon
250 PRO	
Mike Bell	Yam
John Smith	Yam
Val Tamietti	Mai
250 INT	
Gary Cox	Mai
Jim Hanley	Mai
Rick Cavish	Suz
250 JR	
Vince Hunt	Kaw
Ron Tuyinsky	Hus
Jim Williams	DG
250 BEG	
Ron March	Suz
Greg Burgeson	CBS
Paul Houtz	—
OPEN PRO	
Mike Bell	Yam
Val Tamietti	Mai
David Gerig	Suz
OPEN INT	
Dan Fowler	Hus
Billy Keefe	Hus
David Metje	Suz
OPEN BEG	
Jim Dunn	Suz
Ed Dougan	Hus
Ron Bussell	Suz
OPEN JR	
C.J. Hunt	Suz
George Chevalier	Suz
Steve Holben	Suz

DRA Silver Bear HH California City, Calif. March. 6, 1977 By Jerry G. Welton

OPEN EX	
Bob Balentine	KTM
Phil Stumbo	KTM
Mike Johnston	KTM
250 EX	
Tom Kelly	KTM
Cordis Brooks	Bul
Monte Lee	KTM
0-200 EX	
Tim Plant	DMG
Pat Jones	Yam
OPEN AM	
Lee Scheffers	KTM
Gary Davis	Yam
Killer Kilgore	Hus
250 AM	
Jeff Matthews	Yam
J.W. Bosanko	Yam
Ken Heil	Yam
0-200 AM	
Darren Pritchett	Yam
Bernard Unhassobicay	Hon
Allen Decker	Yam
OPEN NOV	
Richard Smith	Yam
Rex Bonham	KTM
Lloyd Heinze	Yam
250 NOV	
Scott Duncan	Suz
Steve Ziller	Yam
Mark Moullet	KTM
0-200 NOV	
Rick Beck	Hus
John Foster	Yam
Mark Gervais	Yam
OPEN BEG	
Danny Araujo	Yam
Mike Heyler	Yam
Leon Price	Yam
250 BEG	
Terry Strickland	Yam
Richard Mejia	Yam
Blake Fair	Suz
0-200 BEG	
Harold Smith	Yam
Mike Bruno	KTM
Mike Huggins	Hon
OPEN SR EX	
Gus Paull	—
250 SR EX	
Donald Lockridge	Yam
OPEN SR AM	
Keith Soesbe	Yam
250 SR AM	
Richard Hael	Pen
Jay SHeldon	Yam
OPEN SR NOV	
C. Crabbe	Yam
170	
Manfred Schneider	Yam
250 SR NOV	
Nick Gorrell	KTM
Jerry Moran	Hus
0-200 SR NOV	
James Artz	Yam
OPEN SR BEG	
Ray Pffeier	Yam
250 SR BEG	
Gary Moullet	Bul
0-200 SR BEG	
Lloyd Wells	Hon
POWDER PUFF AM	
Leslie Klug	KTM
Lori Farmer	Hon
OPEN JR EX	
Dave Woods	Yam
Red Sanders	Hus
Bill Bogner	Hus
250 JR EX	
Al Wurtzel	KTM
0-200 JR EX	
Elwin Johnson	Yam
OPEN JR AM	
John Richardson	KTM
George Hale	KTM
Boyd Jantzi	Yam
OPEN JR NOV	
Frank Vancil	Yam
0-200 JR NOV	
Glen Cox	Yam
Don Earll	Yam
Gil Ctton	C-A
OPEN JR BEG	
Mike Robertson	Yam
Sam Weston	Yam
Tom Leonard	Yam
250 JR BEG	
Dan Ely	Suz
0-200 JR BEG	
Karl SMith	KTM
Dave Rainey	C-A
MINI	
Donnie Morrison	Yam
Alan Dryden	Suz
Kelly Kline	Yam

Coyote Derby National Enduro Red Mountain, Calif. March. 6, 1977 By Larry Langley

TOP TEN	
Mike Hannon	Bul
Gary Woodling	Yam
Sam Orrick	Suz
Tom Spurlock	Hus
Ben Bower	Bul
Terry Swets	Hon
Bill West	Oss
Larry Langley	Hon
Tom Getzfrid	Yam
John Townsend	KTM

Marathon for Mitch Benefit Race Carlsbad Rcwy. Carlsbad, Calif. March 5, 1977

OVERALL	
Larry Roeseler/ Dave Wallace	Hus
Malcolm Smith/ Mike Lanze	Hus
Steve Holloday/ Charlie Tisson	Hon
George Erl/ Robin Busse	Hus
Ron Dugan/ J. Pavich	Hus
John Fero/ Kevin Hagerty	Yam
Gary Drean/ Jim Lewis	Hon
A.C. Bakken/ Alan Greely	Suz
B. Halbert/ M. Dawkins	Hus
Thad Friday/ Doug Anderson	Bul
Gould/ Burke	KTM
Ron Bishop/ K. McCarty	Suz
Todd Martinella/ Joe Jones	Hus
MArk Blackwell/ Jim Odle	Suz
Jay Orendorff/ D. Daily	Yam
Tom Phillips/ Tim Phillips	Hus
Bob Wilson/ John Wilson	—
McCormick/ Mike Apple	Hus
Paul Russo/ John Turney	Yam
Jim McDonald/ Frank Lewis	Yam

A.M.E. MX $2,000 Dura-Lube Pro MX Series Sprockets Park Bakersfield, Calif. March. 6, 1977 By Lee Taylor

100 BEG	
Mike Christian	Hon
125 BEG	
David Camarena	RM
Mark McGowan	Yam
Don Straus	Yam
250 BEG	
Guy Trowbridge	Yam
Larry Pasquini	Hon
Brian Vargus	Suz
500 BEG	
Terry Brewer	Suz
Greg Johnson	KTM
Obie Wilson	CZ
MINI JR	
Jim Pappe	Yam
Allen Hopper	RM
Jeff Stanford	Yam
100 JR	
Steve Wilham	Yam
125 JR	
Gary Neal	Yam
Duffy Phelps	Suz
Joey Roseberry	Suz
250 JR	
Russ Norton	C-A
Jim Dover	Yam
Dennis Stubblefield	Suz
500 JR	
Jeff Lessley	Yam
Tom Citurcia	—
David Rogers	Suz
100 INT	
Ricky Pearce	Suz
Tim Wilborn	Suz
John Croskory	Suz
125 INT	
Mark Abler	Suz
Kurt Headlund	Hon
Randy Schwalenberg	HON
± = ° INT	
Robbie Brand	Yam
Jody Richison	Bul
Steve Williams	Suz
500 INT	
Don Hopkins	Yam
Paul Birchfield	KTM
Stewart Rogers	Suz
MINI EX	
Mike Yafchak	YZ
Randy Harden	Yam
100 EX	
Jim Crowder	Yz
125 PRO	
Bobby Jones	Hon
Tim Lunde	Yam
Eddie Cole	Yam
250 PRO	
Donnie Hansen	Mai
Bob Elliot	Suz
Sherman Scianeller	Suz
500 PRO	
Bill Hagen	Suz
Daniel Steele	KTM
Bryar Holcomb	KTM
VETS	
Bill Oliver	Mah
Ray Marshall	Suz
Carl Casanova	Mai

S.V.S. Semi Pro MX Plymouth, CA Feb. 27, 1977

MINI NOV	
Timothy Aston	Suz
Kurt Mozingo	Hon
Loren Turner	Kaw
MINI EX	
Cory Cantaloup	Yam
Tom Hall	Yam
OLD TIMER NOV	
G.E. Bansemer	Yam
Ron Neubauer	Yam
Hal Jensen	Suz
OLD TIMER EX	
Frank Hicks	Kaw
Clo Holland	Hus
Jerome White	Hus
VET NOV	
Merrill Rempfer	KTM
Dennis Hausmann	Suz
R.J. Gellatley	Hus
100 NOV	
Stacey Nick	Suz
Brad Emery	Yam
125 EX	
Donnie Cantaloup	Yam
Dana Waxham	Suz
Ron Junkert	Suz

125 JR
Dana McGlothlin Suz
Dale Pirlo Yam
Rod Hammond Hon
125 NOV 1
Ron Taylor Hon
Louis Cross Suz
Jeff Hammond Suz
125 NOV 2
Troy Arnold Suz
Shawn Beauchamp Suz
Clinton Maples Yam
125 NOV 3
Greg Droivold Suz
Ron McQuade Yam
John Therriault Yam
250 EX
Charles Halcomb Hus
Jim Lesniewski Oss
Ron Junkert Suz
250 JR
Chuck Mueller Mai
Dennis Hart Kaw
Mike Moffet KTM
250 NOV 1
Aaron Parker Suz
Rick Luve Suz
Stephan Edgar Yam
250 NOV 2
Greg Nelson Suz
Dennis Finley Suz
Steve Coffey Suz
OPEN EX
Delno Becker KTM
Mark Lewallen KTM
Ken Sisler Mai
OPEN JR
Pat O'Donnell Suz
Richard Mathews KTM
Randy Westbrook Hus
OPEN NOV
Jeff Stapleton Mai
Curits Johnson Hus
Timmy Waller Suz

A.M.E. MX Team Race Indian Dunes Valencia, Calif. Feb. 27, 1977 By Lee Taylor

PEE WEES
Warren Provost/ Kami Stiles Ind
Carl Tignino/ Raymond Swearinger Ind MV
JR CYCLES BEG
Brad Gentry/ Damon Gay Hon
Brad Toms Itj
Alex Rogers/ Carlos Licon Hon Ind
JR CYCLES JR
Michael Knapp/ Brent Bowers Itj
Brian Eckess Hon
JR CYCLES INT
Scott Zastrow/ Mike Kiedrowski Ind Itj
Eddie Hicks/ Larry Turner Hon
MINI BEG
John Brown/ Ted Steubner Yam
Robert Berry/ Kevin Brewis Suz Yam
Sean Hildreth/ Kirk Williams Yam Hon
100 JR
Paul Kundrat/ Bret Hansen Suz
John Rogers/ Artie Rogers Suz
Bill Davison/ Martin Klopman Yam Suz
125 BEG
Lee Norton/ Steve Cobbett Suz
Mike Airey/ Juan Gaudino Yam Suz
250 BEG
Dan Adeeb/ Frank Pietrantonio Mai
Frank Owens Hon
MINI JR
Zoli Meszaros/ Andi Meszaros Suz Yam
Richard Ising/ Patrick McConnell Yam
Marc Condon/ Matt Nation Suz
125 JR
Bill Sekeres/ Greg Taylor Suz Hon
Duffy Phelps/ Barry Chandler Suz
Mark Dewberry/ Gerald Fasold Yam
500 JR
Lew Gleason/ Steve Hurth Yam KTM
Myron Lapka/ Dave Kiel Mai
John Skifstrom/ Artie Rogers Bul
MINI INT
Bobby Ryan Suz
Rick Hemme/ John Hemme Yam
Eddie Williams/ Allen Sekeres Suz
100 INT
Burl Beveridge/ Mark Nation Suz
Denny Vordoran/ Danny Westergard Yam Suz
125 INT
Doug Spiker/ Kirk Sturgeon Suz Hon
Randy Gauvin/ Jamie Einbund Hon
Steve Bren/ Lance Sloane Hon FMF
250 INT
Mark Anderson/ Steve Taylor Suz
Larry Thompson/ Randy Lewis Mai
Chuck Behrle/ Ed Armstrong Mai Bul
500 INT
Steve Richard/ Pat Page Mai
Eric Wachter/ Tim Curtis Mai Hus
MINI EX
Steve Schmitz ½ Kirk Sturgeon Suz
Randy Fleisher/ John Whelchel Yam Suz
100 EX
John Whelchel/ John O'Mara Suz
Stevve Schmitz/ Jim Cote Suz
Bryan Jordan/ Ricky Pierce Suz FMF
100 PRO
Mike Antes/ Mike Marshall Suz
125 PRO
Bob Kline/ Rob Peeples Hon
Jerry Shore/ Craig Cole Yam
Paul Lane/ Mike Shoemaker Hon Yam
250 PRO
Mark Hateley/ John Hateley KTM
Don Draz/ Ernie Hendricks Mai
Doug Renno/ Mike Pillar Mai
500 PRO
Rick Salmon Mai
Skeet Wyman/ Tom Claire Mai
VETS
Rick Sieman/ Jim Learnihan Oss
Barrie Hansen/ Loren Andrus Suz
Ron Willey/ Wiley Seitzler Hon
WOMENS DIV
Pat Holland/ RoxAnn Dougherty Hon
BOY-GIRL TEAM
David Lynch/ RoxAnn Dougherty Hon
Twiggi Saunders/ Bill Davison Yam
Ron Willey/ Pat Holland Yam

Marathon Sandhill Ranch Brentwood, Calif. Feb. 13, 1977 By T. Houser

100
Gary Moyer/ Dave Houser Yam
Eric Lofgren/ Dan Laughren Suz
125
Terry Sage Hon
Henry Leslie Suz
Fred Thomas Yam
250
Rod Smith Hon
Tim Bowman Suz
Don Gilmore KTM
OPEN
Skip Aksland Yam
Bob Turner Suz
Steve Ferroni Hon

A.M.E. Night MX Indian Dunes Valencia, Calif. Feb. 25, 1977 By Lee Taylor

MINI JR
Frank Bednar Suz
Mark Powell —
Pat McConnell Yam
MINI INT
Steve Hess Yam
Robert Marks —
Alex Jud Yam
MINI EX
Holly Troxler Yam
Jim Smith Yam
Randy Hardin —
MINI PRO
Jim Holley —
100 BEG
Jeff Harris Suz
Nick Athans Suz
Jett Widenor Suz
125 BEG DIV I
Mark Dewberry Hon
Guy Bradshaw Suz
Steve Fiske Hon
125 BEG DIV II
Ty Cline Suz
Don Patterson Yam
Mike Kincaid Hon
250 BEG
Don Durrer Mai
Ronnie Ridenoun Hon
Steve Enriquez Oss
500 BEG
Don Durrer Mai
Alan Koot Mai
Mark Heller Mai
100 JR
Greg Robertson Yam
Ron Ballek Suz
Allan Baltes RM
125 JR DIV I
Bill Sekeres Suz
George Capodieci Hon
Richard Bunch Suz
125 JR DIV II
Duffy Phelps Suz
Bill Greene Hon
Scott Berg Hon
250 JR
Jeff Spoor Suz
Mike Rochester Suz
Norm Neuman Suz
500 JR
Tim Henry Hus
Harry Grubbs Suz
David Rogers —
100 INT
Burl Beveridge Suz
125 INT
Dave Vicioso Hon
Jamie Einbund Hon
Mark Abler Suz
250 INT
Rick Cavish Suz
Dean Perry Suz
Randi Lewis —
500 INT
Brad McLeod Bul
Steve Kelso Mai
Glen Larson Mai
100 EX
John O'Mara Suz
Kenny Spiker Suz
Mike Nance Suz
125 PRO
Willy Simons Yam
Bob Kline Hon
Rodney Morrison Hon
250 PRO
Dave Haugh Mai
Hal Strauss Mai
Bill Payne Mai
500 PRO
Tom Claire —
Rick Salmon Mai
Dave Haugh Mai
VET
S. Barrett —
Al Stinebaugh Suz
G. Philips —
WOMEN'S DIV
Linda Knox JD
Pat Holland —

A.M.E. Night MX Mini Track Indian Dunes Valencia, Calif. Feb. 25, 1977 By Lee Taylor

PEE WEE
Ray Swearinger Mot
Jim Malott Ind
Sid Graser Mot
JR CYCLES BEG
Brad Gentry —
Todd Bess Itj
Walter Armendariz Itj
JR CYCLES JR
Brian Eckess Hon
S. Clinger —
Scott Davis Itj
JR CYCLES INT
Scott Zastrow Ind
Gary Szilagyi Hon
0-83cc BEG 12 AND OVER
Wayde Nichols Hon
Greg Atkinson Yam
David Lamb Yam
0-83cc JR 12 AND OVER
Glen Cave Suz
Robert Faiola Yam
Nick Larson Yam
0-83cc BEG 9-11 YEARS
Larry Brooks Yam
Les Gol Yam
David Seekins Suz
0-83cc BEG 6-8 YEARS
Tim McLaughlin Hon
Eddie Hicks Suz
Eddie Robison Yam
0-83cc BEG 12 AND OVER
Mark Stalnaker Suz
Al Nanas Yam
Joey Bauer Suz
0-83cc BEG 12 AND OVER
Brook Bolstad Yam
Mike Bess Yam
Harold Beers III Yam
0-83cc JR 9-11 YEARS
Jack Greenberg Yam
Russ Wolff Hon
Jim Houston Yam
0-83cc JR 12 AND OVER
Mike Foulk Yam
Rick Nanas Yam
Zoli Meszaros Suz
0-83cc INT 12 AND OVER
Doug Gentry Yam
Todd Bausch Hon

Boss CMC Semi-Pro MX Helvetia Park, Calif. Feb. 27, 1977 By Sallee Hilton

OLD TIMER
William Lincomfelt Hus
John Tripp Suz
VET
Bill Heller Suz
Redgie Mull —
Earl Rempfer KTM
MINI NOV 80cc
Shawn Vogel Suz
Craig Hadchett Yam
Patrick Piazza Suz
MINI NOV 60cc
Mike Young Ita
Britt Roloff Hon
MINI INT
Frank Blake Suz
Todd Anselmo Ya,
Mark Agbulos Yam
MINI EX
Greg Bonovich Yam
Tyson Vohland Yam
WOMENS DIV
Joyce Ford Hon
Linda Clare Suz
100 NOV
Scott Stanley Hon
Mark Shumate Suz
Tom LaRoe Yam
100 INT
Brad Bruns Suz
DeWayne Sweet Suz
Ron Brown Yam
100 EX
Jimmy Robertson Suz
Ricky Gaarder Yam
125 NOV DIV I
Dennis Brown Suz
Rod Berringer Suz
Brad Harrison Suz
125 NOV DIV II
Stuart Vogel Suz
Leon Ellis Suz
Gary Sanders Hon
250 NOV DIV I
Bryan Farris Mai
Rick Van Drimmelen Hus
Leo Agbulos C-A
250 NOV DIV II
Kevin Ichimura Mai
Craig Boling —
Wayne Petifer Suz
OPEN NOV
Craig Bell Suz
Dean Shultz Bul
Dale Martin Mai
125 INT
Phil Minahan Suz
Stan Vogel Suz
Randy Chapman Suz
250 INT
Starr Needham Mai
Will Akers Yam
Spoof Pena Hus
OPEN INT
Mike Bright Suz
Jeff Anselmo Mai
125 EX
Bobby Norton Hon
Bill Jamerson Suz
Laine West Suz
250 EX
Mike Hersman Hus
Skip Ortner KTM
Kim Campos Hus
Ted Rogers KTM
Jim Moe KTM
Danny Mancino Mai

Cycle Haven Park Terninal Island, Calif Feb. 27, 1977 By Ann Johnson

MINI 0-61cc
Richard Lyon Itj
Newton Acevedo Hon
MINI JR
Ray Hernandez Yam
Bob Cummings Hon
Greg Tamble Hon
100cc JR
Raymond Simpson Suz
Robert Dmectin Yam
Woody Sowell Hon
POWDER PUFF
Cathy Crago Yam
Peggy Wilson Yam
Elaine Gayo Suz
125cc JR DIV I
Steve Asa Suz
Arnold Yam
Rick Asa Hon
125cc JR DIV II
Paul Ivie Yam
Arron Stone Pcil
Rick Nelson KTM
125cc INT
Forrest Hayashi Pci
Dale Himmelreich Yam
250cc JR
Allan Kent KTM
Ron Kupke Mai
Clark Wilson Yam
250cc INT
John Hamamoto Hon
Lester Kawahara Suz
Jody Uyechi Mai
PRO CLASS
John Clark Yam
Ross Maeda Suz
David Nakamura Hon

Las Vegas MX Club Williams Rcwy., Nev Feb. 20, 1977

MINI NOV DIV I
Bobby Guevara Suz
Doak Wachtel Suz
Tim Thompson Yam
MINI NOV DIV II
Guy Bokk MPS
Mike Heers Yam
Bruce O'Neal Yam
MINI AM
Cotton Sutcliffe Yam
Marcel Emerson Szu
Wayne Arnold Mye
MINI EX
Paul Emerson Acc
Jim Krumme Acc
Chris Howard Yam
125 NOV
Jerry Ramsay Suz
Bruce Thetford Hon
David Hunter Acc
125 BEG
Van Peterson C-A
Gordon Ruiz —
Greg Skrehut Hon
100 NOV
Tony Green RM
Jeff Breach Hon
125 AM
Brad Hilton Suz
Scooby O'Neal Suz
David McDonald Hon
100 AM
Charlie Walsh Suz
Lance Lovaas Yam
Corey Omnas Yam
125 EX
Lenny Giger Ch
Paul Emerson Acc
David Thomsen Hon
100 EX
Joey Dee Suz
Kevin Gashler Ch
Ty Bothwell Yam
250 AM
Steve VanHoove Mai
Randy Cannon Mai
George Antill Yam
250 Ex
Mike Hines Mai
David Hilton Mai
Roger Lampel Bul
500 EX
Tim Sparks Suz
John VanHoove Mai
Henry Whipple Suz

MX Canyon Rcwy Phoenix, AZ Feb. 20, 1977 By Lisa Lawrence

PEE WEE
Paul Hedger Hon
Jason Yarborough Yam
Kelly Duff Hon
MINI BEG
Tom Wyatt Hon
Randy Salo Yam
Ronny Von Prisk Suz
MINI NOV
Mike Rhodes Suz
Jeff Christianson Yam
Mark Babington Yam
MINI AM
Mike Erwin Yam
Philip Lawrence Yam
Billy Weaver Suz
MINI EX
Mark Meredith Suz
Scott Reddell Suz
Brett Billett Yam
100 NOV
Dewayne Carel Suz
Rick Kirkman Yam
Gary Hyde Suz
100 AM
Mark Meredith Hon
Drey Dircks Yam
125 BEG
Bobby Downey Yam
Mark Holden Hon
Bruce Peters Suz
125 NOV
Paul Johnson Suz
Tom Atherton Suz
Brian Hayes KTM
125 AM
John Geeraerts Suz
Jim Thude Yam
Andy Perkins Suz
125 EX
Andy Frola Hon
Tim Richardson Suz
Chappy Blose Hon
250 BEg
Rod Crutchfeild Kaw
Fred Bates CZ
Carl Hauden KTM
250 NOV
Craig Beinhardt Suz
Brian Peters Kaw
Jim Pursell Suz
250 AM
Judd O'Dell Mai
Dana Marler Mai
Bret Smith Hus
250 EX
Bobby Blose Mai
Chappy Blose Mai
Jimmy Wright Hon
OPEN NOV
David Dixon Suz
Gerald Nawyn Kaw
Chuck Bergman Yam
OPEN AM
Mike Lair Yam
Jim Mesicko Hus
George cook Bul
OPEN EX
Robert Brawner Mai
Tomm Pulver Mai
Bobby Blose Mai
OLD TIMER NOV
Frank Landino Kaw
Jay Stewart Kaw
Larry Rinehart Suz
OLD TIMER AM
Bill Meyer Suz
Rick Myers Mai
Ralph Pursell Yam
POWDER PUFF
Cindy Wenz Yam
Debbie Pursell Suz
Chery Sanders Hod

CMC Mountain High Motocross North Fork, Calif. Feb. 20, 1977 By Ed Nahl

MINI JR
Joey Roberts Suz
Troy King Suz
Jerry Davis Hon
MINI INT
Darin Powell Hon
Don Licon Hon
MINI EX
George Holland Hon
100 JR
Shawn Callahan Yam
Steve Wallace Suz
Ron Dunbar Suz
100 INt
Darrell Edwards Hon
Roger Guzman Suz
125 JR DIV I
Jim Keese Hon
Dave Fuller Yam
Joe Ernst Suz
125 JR DIV II
Shawn Callahan Yam
John Byus Hon
Richard Goldberg Hus
125 INT DIV I
Rob Stuart Hus
Bud Singh Suz
John Dossey Hon
125 INT DIV II
Jim Williams Hon
David Manhire Suz
Chris Benincosa Suz
125 EX
Scott Karl Suz
Gene Kaprelian Suz
Charles Longmire Suz
250 JR DIV I
Rick Worth Suz
Jay McDonald Suz
Rodney Williams Suz
250 JR DIV II
John Volk Yam
Bob Withrow Hus
Steve youngblood Suz
250 INT DIV I
Wes Morrell KTM
Jim Zack Suz
Dan Scrivner Suz
250 INT DIV II
Jim ellis Suz
Rick Tobin KTM
Mark Halcomb Suz
250 EX
Tim worth Suz
Milan Garrett Mon
Charles Hallcomb Hus
OPEN JR
Mike Garcia Hus
Doug Swarthout Suz
Gary Wilson Suz
OPEN INT
Scott Sinclair Hus
Phil Evard Bul
Jim Harman Suz
OPEN EX
Tom Bass Bul
Gene Manhire Suz

Action Raceways mx Corning, CA Feb. 27, 1977 By L. Moore

mini jr
Brad Wilson Suz
James Carpenter Yam
Jeff Quandt Yam
100 JR
Tom Dempsey Yam
Scott Dorman Yam
Jerry Smith Suz
125 JR
Rick Lederer Hon
Cliff Beebe Hon
Ricky Nye Suz
250 JR DIV I
Dan Frisbie Hus
Bob Shafer Bul
Gregg Durlia Suz
250 JR DIV II
Jim Brubaker Bul
Scott Pizzi Suz
Jeff Polan Suz
OPEN JR
Dennis Frisbie CZ
Bob Heikka Suz
Rich Polan Suz
125 INT
Dale Castleman Yam
Lance Lollar Suz
George Bauder Suz
250 INT
Jerry Griswold Mai
Lonnie Manning Hon
Randy Pew Suz
OPEN INT
Jeff Kleve KTM
Ken Nickerson Bul
Larry Chase Yam
125 EX
Tom Odekirk Suz
Jim Howes Hon
250 EX
Tad Gumbmann Mai
Treve McReynolds KTM

RESULTS

HSMX Unattached MX Corona, CA Feb. 18, 1977 By Elaine Jones

HIGH SCHOOL	
MINI	
Cary Faas	Esp
Roger Farr	Upl
Cliff Stover	Upl
100cc NOV	
Dennis Lawrence	Upl
David Way	Pol
Warren Bell	Pol
100cc SR	
Dan Hockett	Upl
Don Hockett	Upl
Ray Currie	Esp
125cc NOV	
Ralph Norwood	Pol
Jerry VanSursum	Upl
Noel Hughes	Cor
125cc INT	
Alan Small	Pol
Bob Avery	Upl
Vinnie di Padova	Pol
125cc SR	
Greg Sheets	Upl
Tim Hoover	Upl
Tony Randall	Upl
175cc NOV	
Randy Ritc hotte	Pol
Dave Wigington	Upl
Dirk Geier	Upl
175cc SR	
Greg Sheets	Upl
Tim Hoover	Upl
Bill Weber	Upl
250cc NOV	
Don Miller	Esp
Henry Marmolejo	Cor
Dean Napier	Esp
250cc SR	
Danny Jean	Cor
Scott McCarty	Upl
John Coates	Esp
UNATTACHED	
MINI BEG	
Jeff Schnaeffer	Suz
Jeff Bell	Kaw
MINI NOV	
Allen Lucas	Yam
Joe Morris	Yam
Robbie Brown	Yam
MINI INT	
Tim Hines	Yam
Karl Johnson	Yam
Chip Vogel	R&D
100cc BEG	
Bryan Paquette	Hon
Dave Clark	Suz
Dennis Crawrence	Suz
100cc NOV	
Chuck Beck	Suz
John Rogers	Suz
Don Davis	Suz
125cc BEG	
Pat Kingston	Suz
Tony Randall	Suz
Mike Monberg	Hon
125cc INT	
Karl Hostetler	Suz
Chris Dooley	Hon
Doug Lincoln	Suz
125cc PRO	
Marty Miller	Hon
Greg Sheets	Suz
John Gless	Suz
250cc BEG	
Richard Ornelas	Hon
Jerry Costa	Oss
Scott Wilson	Suz
250cc NOV	
Dan Smith	KTM
Rick Chavez	Suz
Greg Ernst	C-A
250cc INT	
Tony Feldhaus	Suz
Tomy Karos	CZ
Randy Anderson	Suz
OPEN EX	
Jim Latendresse	Suz
Scott Carnahan	Yam
Cody Lewis	KTM
500cc NOV	
Steve Harper	Yam
David Aleman	Suz
Harold Hallderson	CZ
500cc INT	
Pat Hallinan	CZ
Gordon Stafford	Mai
Brian Tolson	Bul

M.M.C. Motocross McAllen, TX Feb. 27, 1977 By Nick Castillo

MINI	
Todd Shampoo	Yam
Perry Clark	Hon
Scott Shoet	Yam
100	
Rodney Wmach	Hon
Britt Turkington	Suz
Russell Gage	Hon
SUPER MINI	
Manuel Negrete	Yam
Floyd Robbins	Yam
Russell Gage	Hon
125	
Ruben Ramos	Yam
Brad Dorff	Hon
Jimmy Sanduig	Yam
250/OPEN	
Ruben Ramos	Yam
Jimmy Sanduig	Yam
Mark Spikes	Suz
OPEN EX	
Steve Wise	Hon
Jimmy Strait	Hon
Nick Castillo	Suz

CRC MX Sunnymead, CA Feb. 27, 1977 By Ron Lawson

MINI BEG	
Scott Kandel	Suz
Mike Mcgowen	Yam
Bob Pocius	Yam
MINI NOV	
Pete Hallack	Yam
Pat Galan	Yam
Darryll Lawrence	Yam
MINI INT	
Joe McManus	Suz
Tony Barbacovi	Yam
John York	Suz
100 BEG	
Jeff Canarigg	Suz
J.J. Hanson	Suz
Terry Edlund	Yam
100 NOV	
Geo. Anderson	Suz
Darrell Ruckel	Yam
Mike Bronson	Yam
125 BEG	
Jimmy McGowen	Yam
Eric Cruz	Yam
Jerry Black	Yam
125 NOV	
Gary Neal	Yam
Dennis Greason	Suz
Ken Odra	Yam
125 INT	
Danny Burtt	Yam
Loyd Hilton	Yam
G. Gonzales	Hon
125 EX	
Mark Lawrence	Yam
Gary Scheidler	Yam
Gary Bowden	Hon
250 BEG	
James Searly	Yam
Alan Grace	Kaw
Scott Alle	Suz
250 NOV	
Geoff Sanborn	Suz
Mike Meshkoff	Yam
Danny Torres	Suz
250 INT	
Kim Palmer	Suz
Chuck Warren	Yam
Roy Burton	Suz
250 EX	
Danny McDougal	Suz
Jim Bauer	Mai
Gary Kniedel	Oss
OPEN BEG	
Tony Cunningham	Suz
Mike Swain	Yam
Mike Wilcox	Bul
OPEN NOV	
Rich Shroyer	Suz
Danny Fowler	Hus
OPEN EX	
Dave Potts	Suz
Tony Pena	Yam
VETS-JR	
Ed Michetti	Mai
Bill Burkhart	Mai
Asker Larnkjaer	Suz
VETS-SR	
John Wilson	Yam
Jess McIntosh	Mai
Bill McGowen	Mai
WOMENS DIV	
Kim Brown	Yam
Evelyn Van Kennen	Suz
Susana Garrillo	Mon

Ponca City MX Ponca City, OK Feb. 13, 1977 By Rebecca Sands

JR MINIBIKE	
Doug Gere	Yam
Mike Morrison	Suz
Nate Britt	Yam
SR MINIBIKE	
Shannon Niday	Suz
Dave Weak	Yam
Kenny Castor	Yam
100 AM	
Shannon Niday	Suz
Clay Hornshell	Yam
Alvin Myers	Suz
125 NOV	
Luther Van Box	Hon
Chad Bixler	Suz
Brian Horton	Hon
125 AM	
Clay Hornshell	Yam
Mike Crowley	Yam
Jerry Smith	Suz
125 EX	
Mark Russell	Suz
Randy Kirschbaum	Hon
Barry Holem	Yam
250 NOV	
Bryan Little	Suz
Jess Davis	Yam
Don Bolton	Hus
250 AM	
Pat Kelley	Yam
Ty Bowers	Suz
Harley Darnell	Pen
250 EX	
Trey Jorski	Pen
Joe Burke	Suz
Randy Kirschbaum	Yam
OPEN NOV/AM COMB	
Robert Fillmore	Mai
Robert Bennight	Mai
Mike Slover	Suz
OPEN EX	
Trey Jorski	Pen
Tommy Abbitt	Pen
Randel Burchett	Mai

Hare Scrambles Fort Hood, TX Feb. 20, 1977 By Tom Cyr

MINIBIKE	
Bert Bass	Yam
Don Green	Yam
Tony McDaniel	Suz
WOMEN'S	
Linda Effinger	Hus
Tish McGowan	Kaw
100cc	
Tom Mieras	Pen
Scott Davis	Suz
Steve Wesson	Hod
125cc	
Jim McDaniel	Suz
Don Briscoe	Suz
Kinki Koi	Hon
200cc	
John Coleman	Pen
Abe Racine	Yam
Jim Willett	C-A
250cc	
Don Engeling	Pen
John Spinner	Hon
Gary Drain	Ric
OPEN	
John Litchfield	Rok
Scott Cadwell	Suz
Greg Jones	Suz
EX	
Gayle Bradley	Pen
Berry Myers	C-A
Gary Parker	Suz

CMC MX Irwindale Raceway Irwindale, CA Feb. 25, 1977 By Tom Corley

MINI JR DIV 1	
Pete Hollack	Yam
Rick Johnson	Suz
Dave Hooper	Hon
MINI JR DIV 2	
Greg McConnell	Yam
Donald McCraner	Yam
Doug Iverson	Yam
MINI INT	
Rick Jackson	AGE
Steve Postlewaite	Yam
Andy Orescanin	Suz
MINI EX	
Rick Akins	FMF
Scott Burnworth	Yam
Geoff Brooks	Yam
MIGHTY MITES	
Gary Delligatte	RF
100 JR	
Kevin McKay	Hon
Tom Mayberry	Suz
Kenny Graham	Yam
100 INT	
Mike Johns	Yam
Bryan Jordan	FMF
125 JR DIV 1	
Rich Maebe	YOP
Clyde Wilson	DG
Scott Fyfe	Hon
125 JR DIV 2	
Norman Nilsson	Hon
Aaron Stone	PCI
Robert Ellis	Suz
125 INT	
Glenn Page	Hon
John Layne	Hon
Mike Ricker	Yam
125 PRO	
Mark Lawrence	Yam
John Atwood	Yam
Dan Turner	Fra
250 JR	
Michael Apodaca	RH
Kevin Stiver	Yam
Dennis Thomas	Mai
250 INT	
Ed Marshall	M&M
Jonas Gaaf	Suz
Rick Cranford	Yam
250 PRO	
Mike Bell	Yam
Tim Lunde	Mai
Kevin Young	Mai
500 JR	
Mike Sipocz	CZ
Dave Crofoot	Mai
Paul Ingels	Yam
500 INT	
Marc Crosby	MCA
David Servais	Yam
Craig Phillips	Mai
500 PRO	
Mike Bell	Yam
Robert Marino	Suz
Jeff Vidic	Yam

Winter Series Winners — Final Puyallup Rcwy. Pk. Puyallup, WA. By Sue Sykes

MINI EX	
Phil Larson	Suz
MINI JR	
Joel Straub	Yam
100 INT	
Jim Anderson	Hon
100 JR	
Marc Anderson	Yam
125 PRO	
Lee Voss	Suz
125 INT	
Duane Marker	FMF
125 Jr	
Don Knoblauch	Yam
250 PRO	
Mark Gregson	Kaw
250 INT	
Duane Barnes	Suz
250 JR	
Brian Hahn	Suz
OPEN PRO	
Mark Gregson	Kaw
OPEN INT	
Alan Snell	Bul
OPEN JR	
Don Wangler	Suz
OVER THE HILL	
Phil Larson	Mai

CMC Motocross Puyallup, WA Feb. 27, 1977 By Sue Sykes

MINI EX	
Ken New	Yam
Dana Kuchan	Suz
Eric Eaton	Hon
MINI JR	
Chad Jeffery	Yam
John Spooner	Yam
Joel Straub	Yam
100 INT	
Terry Hofoss	Hon
Eddie Young	Suz
Harold Geesey	Hon
100 Jr	
Brett Young	Suz
Darren Schmor	Yam
Jeff Hayden	Suz
125 PRO	
Gary Racca	Yam
Lee Voss	Suz
Ed Davis	DG
125 INT	
Jim Anderson	Hon
Duane Marker	FMF
Sam Raphael	Suz
125 JR	
Don Knoblauch	Yam
Rocky Roberts	Suz
Doug Smith	Suz
250 PRO	
Kevin Jansen	Mai
Rick Gage	Suz
Don Carpenter	Suz
250 INT	
Jeff Birkestol	Yam
Rick McUne	Suz
Duane Barnes	Suz
250 JR	
Brian Hahn	Suz
Rhett McCormick	Hus
Jeff Benzion	Bul
OPEN PRO	
Pat Jacobson	Suz
Glenn Felt	Suz
Kurt Von Mettenheim	Hus
OPEN INT	
Rick McUne	Suz
Alan Snell	Bul
Paul Murray	Suz
OPEN JR	
John Kenyon	Mai
Don Wangler	Suz
Ken Chickering	Hus
OVER THE HILL	
Phil Larson	Mai
Richard Kelley	Suz
Al Eschwig	Suz

TTA Two Day Trial Big Spring, TX Jan. 29-30, 1977

EX	
Kessler	88
Batchelor	107
Johnson	127
AM	
Chase	101
Houser	105
Keen	108
Klaus	139
NOV	
Field	28
Swope	28
D. Smith	32
K. Smith	35
Dickens	55
Waggoner	68
TRAILBIKE	
Lomas	26
Shott	37
Landreth	90
BEG	
Hetzel	14
Murphy	21
Adamson	35

Pro 50 Mile Cross Country County Line Cycle PK Irving, TX Feb. 13, 1977

MINI	
Blake hallmark	Suz
Wayne Waller	Suz
James Gorman	Hon
100 AM	
John Williams	Yam
Gene Goodier	Suz
Larry Gallegos	Yam
125 AM	
Tommy Graham	Hon
Randy Laza	Yam
Joe King	Suz
OVER 30	
Glenn Waters	Bul
Ronald Moore	Yam
Ray White	Yam
200 AM	
Craig Kitterman	Oss
David Morrison	Hon
Doug Napps	C-A
250 AM	
Ben Hearn	Suz
Don Cannon	Mai
Don Goodnight	Hus
OPEN AM	
Joe Dowdy	Suz
Paul Gabriel	Mai
Joe Reynolds	Suz
125 EX	
Steve Gulledge	Yam
Jimmy Spring	Yam
Bruce Hayes	Hon
200 EX	
Tommy Jackson	Yam
Go Home Gorman	Hon
Freddie Miller	Hon
250 Ex	
Wesley Smallwood	Mai
Lester Green	Mai
Jim Masterson	Yam
OPEN EX	
Bob Pope	Hus
Bill Alstrin	Hus
Carl Crimmings	Yam
125 PRO	
Steve Mulholland	Yam
Jerry Hawkins	Suz
Gary Gilmore	Hon
250 PRO	
Bruce Hallmark	Pen
Bitty Smith	Yam
Mike Peterson	Suz
OPEN PRO	
Philip Hargrove	Suz
Ronnie Shields	Bul
Tom Cone	Bul

El Cajon M.C. D-38 Desert Race Superstitious Mtn. El Centro, CA Feb. 20, 1977 By Loretta Pipkin

OPEN EX	
Charles Welk	Suz
Lars Larsson	KTM
Gary Moon	Yam
250 EX	
Arnie Gruner	Hus
Rick Finger	Hus
Paul Eddy	Yam
125 EX	
Mike Stearns	Hus
Jack Hettinger	Yam
Tom Hettinger	Yam
SR	
Charles Baker	Bul
Robert Briney	Yam
Hal Graves	Suz
OPEN AM	
Bobby Galloway	Yam
David Ligons	Hus
Joe Finger	Hus
250 AM	
Robert Morris	Suz
Donald Gavins	Hon
Mort Maynard	Hus
125 AM	
John Ahrens	Yam
Edward Lynch	Hon
Kevin Graves	Yam
OPEN NOV	
Rickert Haag	Suz
Tom Giamanco	Yam
David Bringle	Yam
250 NOV	
Mark Berger	Yam
Paul Threhkeld	Hus
Kalani Kaiwi	Yam
125 NOV	
Clayton Henry	C-A
John Gajewsky	Hus
Sandra Anthoney	Hon

D-35 TT Scrambles Porterville, CA Feb. 20, 1977 By Cosmic Cat & Co.

MINI NOV	
Steven Hill	Suz
Jon Heule	Yam
Ricky Deen	Yam
MINI JR	
Kurtis Wilder	Yam
Brian Yocum	Yam
Craig Johnson	Suz
MINI EX	
Rob Ely	Yam
Robert Land	Yam
Ricky Hollenbeck	Suz
100cc NOV	
Bob McCoy	Yam
Rick Irabe	Suz
Steve Classen	Yam
100 JR	
Darren Peek	Yam
Kevin Cox	Suz
Mike Hale	Yam
100cc EX	
Mike Garrison	Yam
Mike Vital	Hod
Tom Pritchard	Yam
125cc NOV	
Mike McCoy	Yam
Robert Oxford	H-D
Tony Oxford	H-D
125 JR	
Ken McCoy	Hon
Bill Wilson	Suz
125 EX	
Scott Cude	Yam
Mike Ragan	Yam
Brett Butterfield	Yam
200cc NOV	
Marty Brown	Yam
Tony Oxford	H-D
Michael Padilla	Yam
200cc JR	
Dennis Longacre	Yam
Randy Moore	Yam
Thomas Moore	Yam
200 EX	
Lee Pritchard	Yam
Kent Bowser	C-A
Bryan Adkins	Yam
250cc NOV	
Patrick Cocagne	Suz
Jimmy Deen	Yam
Mark Meadows	Pen
250 JR	
Kent Miller	Yam
Ricky Dunlap	Suz
Mark Cauwells	Bul
250 EX	
Jim Birkle	Yam
Bob Garrison	Yam
Bob Churck	Suz
500cc NOV	
Chris Hignote	Yam
Mark Meadows	Yam
Stan Wheaton	Suz
500 JR	
Joe Schmitt	Suz
Jim McDonald	Suz
Donald Adams	Yam
500 EX	
Scott Dinkins	Yam
Jim Birkle	Yam
Jeff Martin	Yam
OPEN	
Shawn Leipold	Yam
Bud Sturgill	Yam
Jim Turner	Tri

The Catclaw III Trials Central Arizona Feb. 20, 1977

EX	
Randy Clark	Bul
Richard Bacon	Bul
David Clark	Suz
AM	
Richard Bowden	Yam
Wayne Smith	Bul
John Ruggles	Yam
NOV	
Kris Kircher	Yam
J.R. Combs	Yam
Mike McMaster	Suz
SR	
Al Clark	Yam
Cal Millr	Yam
Dick Allen	Yam
BEG A	
Lorne Cargill	Yam
Randy VonSprecken	Hon
Joe Kenney	Sac
BEG B	
Tim Ritchie	Hon
Patsy Giemsoe	Yam
Jean Sleater	Hon

Two Hour Rocky Top Cross Cnty. Iowa Park, TX Feb. 13, 1977 By Frank Harrison

OVERALL	
Dennis Easter	Hus
UNDER 200	
Mike Lewis	Hon
Jim Goins	Yam
Mike Baird	Hon
250 CLASS	
Dennis Easter	Hus
Eugene Prince	Hod
Andy George	Hus
OPEN CLASS	
Alvin Kephart	Yam
Joe McClung	Hus
Don Shaw	Yam
MINI CLASS	
Jerry Jones	Yam
Mark Goins	Yam
Robert Schuman	Hon

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

March 9

R.A.C.E. HALF MILE AND TT
Corona Rcwy, Hwy 91 & Buchannon, Corona, CA. All classes. P.O. Box 388, Corona, CA 91720. 714/735-1705.

March 11

MOTORCYCLE SWAP MEET
Great Western Exhibit Center, Santa Ana Fwy. at Atlantic on Eastern, Los Angeles, CA. Sellings spaces $8 (10'x20'), $13 prime front locations. Reservations must be made in advance by mail. R.G. Canning, P.O. Box 400, Maywood, CA 90270. 213/588-7310, 24 hrs.

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00 race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

AME NITE MOTOCROSS
Indian Dunes, Valencia, CA. Prac. 7 pm, race 8. Post entry only, $6, Pros $10. 100% p.b. to Pros, 30% trophies. $4000 med. covg. 213/881-5778.

AME YOUTH DIVISION MX
Indian Dunes, Valencia, CA. Mini track. All classes, Pee Wee thru 105cc, 33% brass. Prac. 7 pm, race 8. Entry $6, memb. req'd., $8. $4000 med. cov. 213/881-5778.

SHR NITE MOTOCROSS
Sand Hill Ranch, Brentwood, CA, corner Camino Diablo and Vasco Rd. Sign up 5 pm, prac. 6:30, race 7:30. All classes plus trophy dash and all-comers minibike race — entry $1, winner takes all. 100% Ex. p.b., 30% trophies. Entry $8. 687-2159, 634-3328.

March 12

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/830-8010.

March 12-13

PHOENIX GRAND PRIX
Phoenix, Internat'l. Rcwy., Phoenix, AZ. 125, 250, Open, Sr., Hacks and Women's Division. $12 entry. 8-mile course w/water, 100-mile races. $12 entry. Sun M.C. P.O. Drawer "E", Mesa, AZ 85201. 602/945-4433.

V O.T.E. 2-DAY ATA OBSERVED TRIALS
Texas Canyon, Canyon Country, CA. I-5 from L.A. to Hwy. 14 to Sierra Hwy. exit, follow arrows. 2nd round of Cal State Championship. Different 35 mi. loop each day. Start 9 am. Entry $12 mail, $15 post, $5 Beg., Kids, women. Entry and 2 SASE to VOTE, P.O. Box 4571, Panorama City, CA 91412. 213/883-6724. New phone and address.

DEALERS CHALLENGE MOTOCROSS
4th Annual Ranier Dealers Challenge International Motocross. $3,250 purse. Pre and Post entry, pre-entry deadline Mar. 4. Puyallup Rcwy. Pk., Puyallup, WA. Must compete with shop team. Giant trophies for Amateur. 206/631-1550.

March 13

GAMBLER ENDURO
Las Vegas, NV. Limed from Lake Mead and Nellis Blvd. Boonie Bounders M.C. Entry $11 mail, post. A,B,C, classes. P.O. Box 407, Mercury, NV. 702/649-1542 after 4 pm.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate opens 6:30 a.m.; sign 6:30-8:30 a.m.; prac. 7:30-8:30; race 9 a.m. Jrs & Ints. $7 mail, $10 post entry; Pros $12 mail, $15 post entry. CMC, Box 1402, Costa Mesa, CA. 92626. 714/557-3323.

D-36 MX
Sears Pt. Rcwy., Sonoma, CA., at Hwys. 37 and 121. Uses parts of natural terrain Trans-AMA MX course. Gate opens 6:30 a.m.; first race 9:30.' Pro entry $15 (100% payback); $8 Am. Pit crew $3. Spectators $3. Under 12 spec. $1. 707/938-8448.

CRC TEAM RACE
California City, CA. 10 am start. 2 riders, 1-2 bikes and Ironman class for solo riders. 6x20-mi. loops. No memb. req'd. Bikes only. Entry $10 per rider. 714/689-6114, days.

MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX. Split program, Nov. Signup 8-9 am, prac. 9-10, race 10:15. Int/Ex. signup noon, pract. 1 pm, race 2. Entry $5 Nov.; 'int. $6; Ex. $8. Purse $705 or 50% of gate in bad weather. 817/694-2901.

D-36 SEMI—PRO ROUGH SCRAMBLES
Salinas Airport, Hwy 101 and Airport Rd. Signup 8 am. Entry $6 Ex., $5 Nov/Jr/Mini. All classes, open traction. 100% Ex. p.b. 408/899-2401, 394-8225.

MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Vasco Rd. and Camino Diablo. Entry $8, Ex. $15, p.b. to Ex. All classes incl. OT & Vet. 687-2159, 634-3328.

MOTOCROSS
Cyclerama, 13515 Bluewing Rd., San Antonio, TX. Entry $6, $10 Ex. $400 purse to 125/250 Ex. Start 10:30 Sptsmn., 1:30 pm. 512/736-2891, 633-2296.

CRC MOTOCROSS
Escape Country Racing World, Trabuco Cyn., CA. 2 motos and $ to Ex., 3 motos and 30% brass to S... All classes. C... parking. Gate open ..., prac. 8, race 9:30. Ex. $10, Sptsmn. $7, $2 extra non-memb. 213/830-7519. Women's points today.

AMC MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 xtra non-memb. $3000 med. cov. 30% same day brass, 100% Pro p.b. 714/581-2778.

TT SCRAMBLES
Sidewinder Spdwy., Kingman, AZ. Prac. 11 am, race noon. 30% trophies, Expert Purse. Entry $4 plus $1 gate. 602/753-6470.

D-37 HARE & HOUND
Lucerne Valley, CA, limed from "Y" cafe. Entry $9. Desert Squirrels Nut Cracker Run III. 714/581-3125.

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore, CA. New track. 714/674-5383, 826-2386.

KMSA MOTOCROSS
Olsburg, KS. From Olsburg, go ½-mi. East on State 16, turn south, go 1½ mi. Mini-100-125-250-Open-Women's classes. Sign up 9 am to 12, prac. 10-11:45, riders mtg. 11:50, race noon. 50% of gate to Sr. riders. Knobby Hills, Inc., RR 4, Box 23, Manhattan, KS 66502. 913/539-8510, 456-9576, 456-2738.

MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. Moreno Valley M.C. Entry $6 Sptsmn., $10 Pro. Gate $3.50, spect. $2. All classes. 714/653-2633, 735-1301.

CMC MOTOCROSS
Dunlap Park, 38 mi. east of Fresno, CA on Hwy. 180 to Dunlap Rd., right 4 mi. to track. Entry $7 mail, $9 post, $15/$17 Pro. 100% p.b. to Pro, 30% trophies to others. Free overnight camping, gates close 11 pm. 2250 E. McKinley, Fresno, CA. 93703. 209/233-1834, 439-3042.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy 101 to Broadway exit, follow signs to riverbed. Sign up 7 am, race 9. Entry $8 Jr/Int, $20 Pros. Race for stock/mod ATC-90s. 30% brass, 100% p.b. to Pros. Free camping, $4000 rider medical 805/937-6171 $1000 purse, $5000 Duralube series race.

B.O.S.S./CMC SEMI-PRO MOTOCROSS
Helvetia Park, West Sacramento, CA. Sptsmn. sign up 7 am, race 8:30. Int/Pros sign by noon, race 1 pm. 100% Pro p.b., 30% brass. New starting gate. 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240.

AME MOTOCROSS
Indian Dunes, Valencia, CA. Gate open 7, signup 'til 8:30, prac. 8, race 9. Entry $8 mail, $10 post, Pros $12/$15. Memb. req'd. $8. Payback to Pros, 40% brass to Sptsmn. Mail entry no later than Fri. before event. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

D-36 SHORT TRACK
Triple M Spwy., Simpson Ln., Marysville, CA. Gate opens 9 am, sign up 9-11, race noon. Banked ¼-mi. oval. Mini thru 360cc classes. Entry $5, Expert $7. Semi-Pro p.b. $4 pit pass. 742-1653.

AME YOUTH DIVISION
Indian Dunes, Valencia, CA. Mini track. Pee Wee and Jr. Cycle — No 80s. 50% brass. Gates open 7 am, prac. 8, race 9. Entry $7, memb,. req'd., $8. 213/881-5778.

CMC SEMI PRO MOTOCROSS
Hollister Hills, Hollister, CA. Gate open 6:30 am, prac. 7:30-8:30, 1st race 9. Entry $9, Pro $15. 100% p.b. to Pro, 30% trophies. 100% natural terrain grass track. 415/656-2643.

SEMI-PRO CMC MX
Action Rcwy., 5 mi. west of Corning, CA., on Corning Rd. off I-5. Gate open 7:30, prac 9. race 10 a.m. Expert/Pro entry $15; Nov., Int. $8. 100% Exp. payback. 100% trophies to Pee Wee. Rain or Shine. 241-1100.

HILLCLIMB
DeAnza Cycle Park, Sunnymead, CA. $100 purse, new virgin hill. (You mean they're not extinct?) Stock and modified classes, plus 250, 360 stk. Beg. classes. Silencers and kill switches req'd. Signup 7-9 am. Entry $6, gate $3. One week delay in case of rain. 714/653-5840, 653-2633 evenings.

D-37 TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA, Hwy. 71 at Lagonia. Sign up 8 am, prac. 9, race 10. Riders M.C. 714/826-2386, 674-5383.

March 16

R.A.C.E. HALF MILE & SHORT TRACK
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. All classes. P.O. Box 55144 Riverside, CA, 92507. 714/735-1705

CMC HSMX
South Bay Park Spdwy., San Diego, CA. South on I-805 from Chula Vista, take Otay Mesa Rd. exit, go east 5 mi. All CMC classes. Entry $7, CMC lic. req'd. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414.

March 18

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

SHR NITE MOTOCROSS
Sand Hill Ranch, Brentwood, CA, corner Camino Diablo and Vasco Rd. Sign up 5 pm, prac. 6:30, race 7:30. All classes plus trophy dash and all-comers minibike race — entry $1, winner takes all. 100% Ex. p.b., 30% trophies. Entry $8. 687-2159, 634-3328.

AME YOUTH DIVISION MX
Indian Dunes, Valencia, CA. Mini track. All classes, Pee Wee thru 105cc, 33% brass. Prac. 7 pm, race 8. Entry $6, memb. req'd., $8. $4000 med. cov. 213/881-5778.

March 18-19

AMA SUPERCROSS
Houston Astrodome, Houston, TX. Start 8 pm. Tickets $5, $6 and $7. Mail order; Ticket Manager, P.O. Box 1691, Houston, TX 77001.

March 18-20

24th WORLD OF WHEELS
Downtown Community Concourse, San Diego, CA. Entrants will be judged according to International Show Car Assoc. rules. $75 Best motorcycle award, $30 to "outstanding motorcycles." Pacific Promotions and RG Canning Productions. Entry chairman Sam D'Agosta, 4695 Berwick Dr., San Diego, CA 92117. 714/279-0991.

March 19

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/830-8010.

S.A.M. HIGH SCHOOL MX
Saddleback Park, Orange, CA. Individual and team competition, qualifying for varsity and JV letters. Parent approval form must be on file or can be obtained day of event. 714/559-0199.

March 19-20

ITMA STATE CONVENTION
13th Annual Idaho Trail Machine Assoc. Inc., State Convention. Club "93" Convention Center, Jackpot, NV. Board Mtg., Guest speaker, entertainment, and banquet on Sat., mountain trail ride on Sunday. Tickets from Association memb., or P.O. Box 1023, Twin Falls, ID 83301. Accomodations reservations 208/755-2341, 733-5163.

CAMEL PRO SERIES ROAD RACE
Charlotte Motor Spdway, Harrisburg, NC. Information from P.O. Box 600, Harrisburg, NC, 28075. 704/455-2121.

March 20

RED GARTER NATIONAL ENDURO
Las Padres Nat'l. Forest, CA. Marked from Hwy. 166 and Hwy. 33 near Maricopa. 125 mi. A/B/C limited entry. $11.50 per rider, mfg. teams $5 per team, other teams $1 per rider. Send 2 legal size SASE to Dirt Diggers M.C., 4601 W. Imperial Hwy., Inglewood, CA 90304. Nat'l. and D-37 points. Gas and services in Ventuacopa. Enduro street legal. Spark arrestor and silencer mandatory. 213/673-0306. Will be held rain or shine.

CRC HOBO 100 FAMILY ENDURO
Lucerne Valley, CA. A, B, and C riders. 3 loops: 1st easy, 2nd average, third challenging. Women, minis, and C under 16 go one loop, C riders go 2, A & B all the way. Entry $11 mail, $13 post, CRC members $2 discount. Family teams free, 2-3 man teams add $1 per rider. 2 and 3-loop riders receive no lateness penalty on 1st loop. CRC, 7601 Arlington, Ave., Riverside, CA 92503. 714/689-6114, days.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine $663 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Gate $3, Nov. entry $5, Int. $6, Ex. $7. Nov. prac. 9 am, race 10. Int/Ex. prac. 1 pm, race 1:45. Payoff to Senior classes only. All classes. 817/277-9917, 267-9153

MOTOCROSS
Sunshine Cycle Pk., Tucson, AZ. I-10 to Paloverde, south to track. Gate opens 8:30 am, prac. 9, race 10. Entry $8, Pros $12. 100% Pro p.b. Phoenix riders pay only $3 admission (except Pros). 602/795-1490.

CMC MOTOCROSS
Saddleback Park, Orange, CA. Open 7:30 a.m.; sign 8-9:00; prac. 8-9:00; race 9:30 a.m. Jrs., Ints. $7 mail, $10 post. Pros $12 mail, $15 post entry. 714/557-3323. CMC, Box 1402, Costa Mesa, CA. 92626.

ECRA MOTOCROSS
Escape Country Racing World, Trabuco Cyn., CA. Classes: 1st Day, Beg., Nob., Int., Ex., Pro. Entry for memb. $7, Pros $10. Non-memb. $10/$15. 100% p.b. to Pros. 714/581-6400.

DRA EUROPEAN SCRAMBLES
Seven mi. north of Adelanto, CA, on Hwy. 395. $405 cash purse, 20% trophies and the usual stuff. Start schedule: 8 am, 0-200 reg. & Jr/Sr Beg., PP Beg and Mini; 9 am, 250/Open reg. Jr/Sr Beg., all Sr Beg.; 10 am. 0-200 reg. & Jr/Sr Nov. PP & all Sr Nov; 11:15, 250/Open reg. & Jr/Sr Nov.; 12:30, all Am/Ex. 714/373-4647.

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore CA. New track. 714/674-5383, 826-2386.

J.C.Agajanian Presents

Ascot

13th Running AMA
100 Lap TT Classic
Sunday, March 27, 2:30 PM

$3,500 Purse——Experts Only

½ Mile Night Opener
Friday April 1st , 8 PM
Experts, Juniors, Novices

For entry and ticket info call or write:

Agajanian Ent.
PO Box 98 Gardena, CA 90247
213-321-5323

March 13
$1,000 Purse MX
Saddleback Park
714-581-2778
AMC

MX track open 5 days a week
RACING WORLD
ESCAPE COUNTRY
Trails open for riding 7 am til dusk 7 days a week

Events Scheduled:

March 13
CRC Motocross

March 20
E.C.R.A.
Motocross

March 27
E.C.R.A.
$1,000 Purse

Sat. racing discontinued until further notice — New series starting — watch Cycle News.

714-581-6400 Trabuco Canyon

Saddleback Sat. Moto-X
30 min. motos-Int, Jr. & Beg
40 min. motos-Pros

Moto-X *Every Saturday*

Attention High Schools
Have your High School Moto-X on Sat. at Saddleback
Call 714-495-4771 for info
No membership or mail entry required

AMA **District 37**
Grand Prix Scrambles *Desert MX Enduro*
We've got it all!
info: 714-646-5186
or write: 899 Darrell, Costa Mesa, CA 92626
District Hotline 714-631-3700
Up to date race information

A.M.E. $5,000 DURA LUBE
DURA-LUBE PRO SERIES
$2,000 — March 6
Sprockets Park
$1,000 — March 13
Spillway Park
Double AME Points
$2,000 — March 27
Indian Dunes
info: 213-881-5778

Every Saturday Motocross
Corona Raceway
50% Prizes to Sportsmen
100% payback to Pros
info: 714-735-1705

Race Schedule
Mar. 13-Escape Country
Mar. 20-Indian Dunes
Mar. 27-De Anza
Apr. 3 -Indian Dunes
CRC 213-830-7519

AMC
RACE SCHEDULE
Mar. 13-Saddleback
Mar. 20-Carlsbad
Mar. 27-Saddleback
Apr. 3 -Carlsbad
INFO 714-581-2778

ADRA Race Schedule
Mar. 27 - Salome 100
50 miles East of Blythe, Calif.
May 1 — 4th Puerto Peñasco GP
(Rocky Pt., Mex.)
602-252-1900

B.O.S.S./CMC SEMI-PRO MX
Argyll Park, 13 mi. south of Dixon, CA, on Hwy 113. Nov: Gate open 6:30 am, prac. 7:30, race 8:30. 30% brass. Int/Pro: Sign by noon, race 1 pm. 100% p.b., Entry $8/$15. 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240. Final race of "Husky Series".

AFM ROAD RACE
Riverside Rcwy, Hwy 60 E of Riverside, CA, to Day St. Prod., GP, sidecar classes. Gates open 7:30 am, prac. 9, race 1 pm. Pre-entry $18/8 (2nd bike), post $20/$10. 4996 Argyle Dr., Buena Park. CA 90620. 714/523-3892.

D-37 HARE SCRAMBLES
4th Annual Maywood M.C Bull Run, limed from California City, CA, Golf Course and from Hwy. 395. 10 am start, 2x37-mi. loops. Race held on all private land. Beginners and Trail Novice go one loop. Entry $8. Kiddie race Sat., Mar. 19. $2 donation to Rescue 3, 12 yrs or under, 100% trophies, 1 pm start. 213/864-5826.

D-36 SEMI-PRO MOTOCROSS
Santa Cruz Cnty Frgrds., Hecker Pass Rd., Hwy. 152, Watsonville, CA. Signup 6 am, prac. 8, race 9:30. Entry $6.50 plus gate for Nov/Am., Ex. $15. 100% p.b. to Ex. Ridge Runners M.C. 408/426-3237, 475-3619.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. Gate opens 7 am, prac. 8, race 9. Post entry only, $8 Sptsmn, $12 Pros. Memb. req'd. $8. 100% p.b. 40% brass to Sptsmn. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5770.

STREET & DIRT POKER RUN
Fort Hood, TX, enter main gate (approx. 2 mi. west of Killeen off Hwy 190) and follow arrows. Start 1 pm. 20-mi. course for dirt bikes, 60 mi. for street. $3 entry. 2-up entries allowed for both courses. Entrants must register in person or by phone by Mar. 19. FHDRC, P.O Drawer A, Ft. Hood, TX 76544. 817/532-5386.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate open 7 am, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 extra non-memb. $3000 med. ins. 100% Pro p.b., 30% brass. 714/581-2778.

EAGLE ROOST MX
Bar Z Ranch, 5 mi. west of Starbuck, WA, on State Hwy. 261 nr. Lyons Ferry. Sign up 7:30-10 am, prac. 8-10, riders mtg. 10:30, race 11. Mini thru Open classes plus 0-125, 126-250 street legal classes. Admission $2, entry $5. Dayton Jaycees. 509/382-2573, 382-4658.

HARE & HOUND
South of Grandview, ID. Mt. Home to Gruneau, or Muphy to Grandview, follow signs. 3rd annual Ram Bam. Entry $11. SIRDA-sanct. New location, virgin ground. 208/343-6660.

D-37 TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA, Hwy. 71 at Lagonia. All classes, entry $4.50. Sign up 7 am, prac. 8, race 9. Gripsters M.C. 714/523-8979.

GRAND NATIONAL MOTOCROSS FINALS
Houston Astrodome, Houston, TX. Eliminator rounds begin 9 am. Grand Finales begin at 7 pm. $5000 in trophies, $5000 cash purse for Ex. Spectator admission $6. 713/482-2504, 482-6832.

MOTOCROSS
Edwards AFB, corner Forbes and Lancaster Ave. Desert Wheels MC. Signup 7:30-9 am, race 9:30. Beg., Jr., Int., Ex. Entry $6, Ex. $8, gift cert. to 1st two Ex. 33% same day brass. Free overnight camping, no charge for spectators. P.O. Box 37, Edwards, CA 93523. 805/258-4250.

March 23

R.A.C.E. HALF MILE AND TT
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. All classes. P.O. Box 55144 Riverside, CA, 92507. 714/735-1705

PRO INDOOR SHORT TRACK
Portland Memorial Coliseum, Portland, OR. $1,500 purse, concrete track. Sign up and practice 2 pm, spect. gates and time trials at 6, races at 8. Northwest Indoor Professional Short Track Series. 206/631-1550.

March 24

PRO INDOOR SHORT TRACK
Benton County Frgrnds., Corvallis, OR. $1000 purse, dirt surface. Sign up and prac. 2 pm, spect. gates and time trials start at 6, racing at 8. Northwest Indoor Professional Short Track Series. 206/631-1550.

March 25

PRO INDOOR SHORT TRACK
PNE Agrodome, Vancouver, B.C., Canada. $1500 purse, concrete surface. Signup and prac. 2 pm, spect. gates and time trials start at 6, races at 8. Northwest Indoor Professional Short Track Series. 206/631-1550.

CMC NIGHT MOTOCROSS
Irwindale Rcwy., Irwindale, CA., at 605 and 210 Frwys. Pit opens 4:30 p.m.; sign 'til 6:30; prac. 6-7:00; race 7:30 p.m. Every second Friday of month is Points Night. Buy entry at track night of event. 714/557-3323

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

SHR NITE MOTOCROSS
Sand Hill Ranch, Brentwood, CA, corner Camino Diablo and Vasco Rd. Sign up 5 pm, prac. 6:30, race 7:30. All classes plus trophy dash and all-comers minibike race — entry $1, winner takes all. 100% Ex. p.b., 30% trophies. Entry $8. 687-2159, 634-3328.

AME NITE MOTOCROSS
Indian Dunes, Valencia, CA. Prac. 7 pm, race 8. Post entry only, $6, Pros $10. 100% p.b. to Pros, 30% trophies. $4000 med. covg. 213/881-5778.

AME YOUTH DIVISION MX
Indian Dunes, Valencia, CA. Mini track. All classes, Pee Wee thru 105cc, 33% brass. Prac. 7 pm, race 8. Entry $6, memb. req'd., $8. $4000 med. cov. 213/881-5778.

March 26

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2, race $3. 20% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex, 714/689-1913, 735-1705.

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/830-8010.

PRO INDOOR SHORT TRACK
Seattle Center Coliseum, Seattle, WA. $3,000 purse plus $500 bonus. Concrete surface. Sign up and prac. 2 pm, spect. gates and time trial open at 6, races at 8. Riders must have competed in two earlier Northwest Indoor Professional Short Track events to be eligible for the event. 206/631-1550.

March 26-27

TWO DAY ISDT QUALIFIER
California City, CA. Start, finish, etc. at Lakeshore Inn.
300 rider limit. Entry $30, club team add'l. $10, trade team (all on same bike make) $25. 100, 125, 175, 250, 350 and over 350 classes. No lighting requirements, but license plate or green stickie req'd. Sunland Shamrocks M.C., P.O. Box 515, Sunland, CA 91040. 213/363-2371. Impound March 25.

AMA SUPERCROSS
Texas Stadium, Irving, TX. Race starts 8 pm. Tickets $6 advance, $7 day of event. Mail order: Texas Stadium Ticket Office, Irving, TX 75062.

March 27

TT SCRAMBLES
Coal Creek Rcwys., Lafayette, CO, on Hwy. 7. Track approved Class "C" tires only. "A" riders entry $7, "B" $5. Prac. 9:30 am, race 11. S.R.A.C.-sanct., presented by Boulder Ridge Runners M.C. 303/443-0825.

MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Vasco Rd. and Camino Diablo. Entry $9, Ex. $15, p.b. to Ex. All classes incl. OT & Vet. New track, 687-2159, 634-3328.

URA GOODTIME FAMILY ENDURO
Pits on Hwy. 395 10 mi. north of Red Mountain, CA. 8 am start. C powderpuff, C under 16, minis go one loop; all others ride 2. Mail entry $9.50 for one loop, $11 for two. Post entry $11/$12.50. 2 and 3 man teams add $1 per rider. Competition licenses req'd. URA, 6622 Gerald Ave., Van Nuys, CA 91406. 213/785-9673 after 4:30 pm.

BELLY ACRE ENDURO
Muskogee, OK. Entries $10 mail, $15 post. Mail entry deadline Mar. 5. Rider's mtg. 7 am, 1st rider out 8:01. Information pack may be picked up the day before the event at the headqtrs. tent at the site. Muffler req'd. 918/687-5281.

PUCKER BRUSH ENDURO
7 mi. south of Hutchinson, KS, on K17. Sign in 7-9 am, riders mtg. 10, 1st rider out 11:01. Pre-entry $7, post $12. 60-100 mi. Bikes must be street legal. Mail entries must be postmarked by Mar. 18. Prairie Pups M.C., P.O. Box 1093, Hutchinson, KS 67501. 663-2530, 663-7166.

D-36 SEMI PRO HALF-MILE
Orlando, CA. All classes, incl. minis. Spec. 750cc class for Jr. and Ex. Med. ins. Gate open 7 am, prac. 10, race noon. Aragon M.C., P.O. Box 1311, Novato, CA 94947. 415/892-5350.

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore CA. New track. 714/674-5383, 826-2386.

D-36 HARE SCRAMBLES
Hollister Hills, limed from Hollister, CA. 125-250-Open-Ot-Vets. Mail entry, $9, post entry $12. Mail entry closes Mar. 16. Cross-country card and spark arrestors req'd. Club partic. trophy. Entry and 3 SASE to 2+2, P.O. Box 2321, Dublin, CA 94566 415/687-0963.

MOTOCROSS
McAllen MX Park, Next to Miller Inter. Airport, McAllen, TX. Entry $6, Ex. $8, money to Ex. McAllen M.C. 512/686-4181.

CMC MOTOCROSS
Cycle Haven Pk., Long Beach, CA. Across from L.B. Naval Base, 1 blk. E of V. Thomas Bridge. Prac. 7:30 am, race 9. Entry $6, gate $1, Pros $12. 33% trophies. CMC lic. req'd. 213/832-6844, 547-1818.

AME $2000 MOTOCROSS
Indian Dunes, Valencia, CA. Duraluble Pro MX Series. Pro entry $25 mail, $30 post, Sptsmn. $8/$10. Mail entry must be received no later than Fri. before event. Gates open 7 am, prac. 8, race 9. 40% brass, $4000 med. cov. Memb. req'd. $8. Last race of series, highest OA score by moto in the series. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

AME YOUTH DIVISION GP
Indian Dunes, Valencia, CA. Spring Grand Prix — 45-min. races on two-mi. course. Gate opens 7 am, prac. 8, race 9. All classes — Pee Wee thru 105cc. Application must be received no later than Mar 24. Entry $10 ($8 if 2 or more classes). $4000 med. cov. 4-foot brass to 1st place. AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

B.O.S.S./CMC MOTOCROSS
Helvetia Park, West Sacramento, CA. Sptsmn. sign up 7 am, race 8:30. Int/Pros sign by noon, race 1 pm. 100% Pro. p.b. plus 10% Pro fund. Last week of 1st quarter pro fund series. 30% trophies, starting gate. 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240.

CMC ROAD RACE
Ontario Motor Speedway, Ontario, CA. GP, Prod., Cafe, Super Cafe, Beginner classes. Prize money and trophies. Entry $14 mail, $18 post. 3407 W. Olive, Burbank, CA 91505. 213/842-7433.

D-37 HARE SCRAMBLES
Lucerne Valley, CA, limed from the "Y" Cafe to Camprock Rd. 10 am start. This is a benefit race with all proceeds being divided equally between Rescue 3 and Mitch Mayes Rehab. Fund. 2 loops on 38-mi. course except Beg. and Trail Novice, who go one. Cactus Cats M.C. 714/983-1649 days, 982-0806 eves.

CALENDAR

ECRA MOTOCROSS
Escape Country Racing World, Trabuco Cyn., CA. Classes: 1st Day, Beg., Nov., Int., Ex., Pro. Entry for memb. $7, Pros $10. Non-memb. $10/$15. 100% p.b. to Pros. 714/581-6400. $1000 purse.

ADRA DESERT RACE
First Annual Salome 100. Downtown Salome, AZ, 50 mi. east of Blythe, CA. 21 classes. $100 to 1st OA, $200 if 2nd win in a row. Pre-entry $13 memb., $16 non-memb. Pre-entry closes Mar. 20. Post entry $20/$25. 1408 Granada, Phoenix, AZ 85006. 602/252-1900.

SEMI-PRO MOTOCROSS
Prison Hill, Carson City, NV. Turn at T-car, follow signs. Sptsmn. sign up 7 am, race 8:30. Pros/Int. sign up by noon, race 1 pm. 30% trophies, 100% p.b. to Pros plus 10% Pro fund. Camping OK. B.O.S.S. CMC, 2210 Kimwood Ln., Rancho Cordova, CA 95670. 916/635-5240. Last race of 1st quarter Pro Fund series .

D-36 MOTOCROSS
Under the "E" St. Bridge, Marysville, CA. Hwy 70 to N. Beale Rd., Shad Rd. fishing access over levee to track. Gate open 7 am, prac. 9, race 10. Entry $8 sptsmn., $15 Ex, $3 spec. All classes plus PP, OT & Mini. 2113 Paseo Ave., Live Oak, CA 95953. 916/695-2727.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. Hwy 101 to Broadway exit, follow signs to riverbed. Sign up 7 am, race 9. Entry $8 Jr/Int, $12 Pros. Race for stock/mod ATC-90s. 30% brass. 100% p.b. to Pros. Free camping, $4000 rider medical 805/937-6171.

CMC MOTOCROSS
Mountain High Internat'l, 34 mi. NE of Fresno, CA. Hwy. 99 to Hwy. 41 to North Fork, O'Neals turnoff to rd. 200 to rd. 221 (14 mi.). If coming from north Hwy. 99 to Madera Hwy. 145 to Hwy. 41 and follow lime. 100% Pro p.b., 30% brass. Entry $7 mail, $9 post, $15 Pro. 5780 E. Holland, Fresno, CA 93727. 209/291-8793.

D-36 SCRAMBLES
Sacramento Rcwy., 5305 Excelsior Rd., Sacramento, CA. Signup 8:30 to 10;30 am, prac. 10-11, 1st race noon. Entry $5. Open traction but Class C works. 916/363-2653.

CMC POINTS MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate opens 6:30 a.m.; sign 6:30-8:30; prac. 7:30-8:30; race 9:00 a.m. Jrs. & Ints. $7 mail, $10 post entry; Pros $12 mail, $15 post entry. CMC, Box 1402, Costa Mesa, CA. 92626. 714/557-3323.

April 2-3

RAND MOUNTAIN CLEAN UP
Sponsored by the Bureau of Land Management volunteer clean-up of Rand Mountain area near California City, CA. Co-sponsored by M.O.R.E., CORVA, 714/375-9726. Box 219, Ridgecrest, CA. 93555.

OCMC GREAT BEAR GP
Western United States Championship, Riverside Rcwy., Riverside, CA. All races 100 mi. D-37, D-38 pts. Entries close Mar. 7, $16 mail, $30 post. Races: Sat. 9 am, 100-175 classified, Women's Div. Mail entry & 3 SASE to 2805 San Juan Ln., Costa Mesa, CA 92626. Sat. 1 pm, all Sptsmn. 368 S. Center, Orange, CA 92666. Sun. 9 am, 250-Open Beg/Nov. 1021 Acacia, Orange, CA 92668. Sun. 1 pm, 250-Open Jr/Ex. 924 Tularosa, Orange, CA 92666. 714/636-OCMC or 636-6262.

AMA SUPERCROSS
Pontiac Silverdome, Pontiac, MI. Sat, race at 8 pm, Sun. race at 2 pm. Tickets $6 advance, $7 day of event, Sunday Kids 12 and under $1. Mail order: Pontiac Silverdome, 1200 Featherstone, Pontiac, MI 48057.

April 3

CANCER SOCIETY BENEFIT MX
Rio Bravo Park, TX. American Cancer Society 3rd Annual Benefit Motocross. 5 mi. east of Hwy. 59 North on Mt. Houston Rd. $750 Guaranteed purse plus donations and contingincies. All popular classes. Prac. 8-10:30 am, race 11. Jr/Int. entry $5, Ex. $10. Parts & welding avail. at track. 713/458-0090, 765-9351, 948-8829.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Gate open 7 am, prac. 8-9, race 9:30. No mail entry. $7/$12 post, $2 extra non-memb. $3000 med. ins. 100% Pro p.b., 30% brass. 714/581-2778.

CMC POINTS MOTOCROSS
Saddleback Park, Orange, CA. Open 7:30 a.m.; sign 8-9:00 a.m.; pract. 8-9:00; race 9:30 a.m. Jrs., Ints. $7 mail, $10 post. Pros $12 mail, $15 post entry. 714/557-3323. CMC, Box 1402 Costa Mesa, CA. 92626.

HILLCLIMB
Hollister Hills, Hollister, CA. Classes to 750cc, $5 entry. Very accurate clocks. 268-5815.

April 4-8

RUSS DARNELL MX TRAINING CAMP
Hollister Hills, Hollister, CA. Russ Darnell/Team Husky 5-day European training camp. 9 am to 3:30 pm daily. Camping at track $2 per night. School is limited in size. Tuition is $100. 213/249-5032, 367-1722.

April 9-10

HANGTOWN NATIONAL MOTOCROSS
Plymouth, CA, 30 mi. east of Sacramento on Hwy. 16. Saturday: Sptsmn. day, Nov-Am-Ex. AMA sanct. Entry $15. Dirt Diggers North M.C., P.O. Box 41721, Sacramento, CA 95841. Sunday: AMA National motocross, 125 & 250 classes, $15,000 purse. Tickets $5 advance, $7 at gate. Tickets available at Ticketron outlets. No overnight camping. Dirt Diggers North M.C., P.O. Box 338, Orangeville, CA 95662. 916/985-7303.

April 10

APACHE SUNRISE ENDURO
All family enduro, limed from Cal City Golf Course. Family teams free, minis go 1 loop, PP and C under 16 choose 1 loop or 2. All others go two. 100% Powder Puff trophies, free T-shirts, fin. pins, etc. Entry $10.50 mail, $12.50 post. Run by the people who put on the Hook and Ladder. Family Enduro Association, P.O. Box 987, Temple City, CA 91780. 213/287-4471.

POKER RUN & EASTER EGG HUNT
M.O.R.E. Foundation Benefit. From Hwy. 680, take Concord Ave. west to Contra Costa Blvd., north to Center, west to Hidden Valley Pk. Games for children and adults. Sign in 9-11 am. $2.50 donation. S.R.R.A. Outriders. 415/682-1190, 916/371-9068.

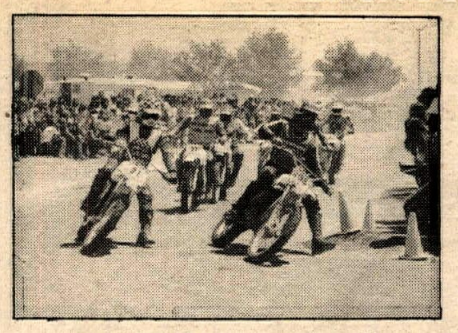
April 16-17

HANGTOWN HANGOVER OLD TIMERS MX
Plymouth Raceway, Plymouth, CA. Sierra Old Timers. Sat. team races, Sun. individual races. Old Timers class for over 40, must belong to recognized club. Vet class for 35 to 40, Sptsmn. class for sons/daughters of OT & Vets. Entry opens Feb. 15, closes Apr. 1. Entry $20, Sptsmn. $8. Victory party $3. 7224 Linda Sue Wy., Citrus Hts., CA 95610. 916/967-9396 after 5:30 pm.

April 17

LAS VEGAS 400
Las Vegas, NV. Replaces "Mint 400 motorcycle race" $12,000 guaranteed purse. Entry $250 per team. 7 laps on 50-60 mi. course. Sportsman Cycle, 3475 Boulder Hwy, Las Vegas, NV 89121. 702/457-0343.

DRA California City Grand Prix Entries Open Mar. 9th



Catalina Grand Prix in the 50's
Elsinore Grand Prix in the 60's
California City Grand Prix in the 70's

April 30th & May 1st

- Trophies — Super Finish Pins
- Over $5,000 Cash and Product Contingencies
- $20.00 Gets It All
- No charge camping
- No charge spectating
- Racing through town & desert
- One gala weekend
- Entries open March 9th
- No earlier postmark accepted

Beginners — Novices — Amateurs — Experts
Only mail entries accepted, due to computerized scoring
Post if available $50.00
read important entry requirements or entry may be rejected

Schedule of Events

Saturday:

0-200 Beg. 0-200 Jr. Senior Beg. Powder Puff Beg. Mini's, 3/Wheel, S/H	8:15 am
250 & Open Beg. 250 & Open Jr. Senior Beg. *all* Senior Beg.	11:45 am
0-200 Nov. 0-200 Jr. Senior Nov. Advance Powder Puff, *all* Senior Nov.	2:45 pm

Sunday:

250 & Open Nov. 250 & Open Jr. Senior Nov.	8:15 am
All Amateur & Expert, Jr. Senior & Senior Amateur & Expert	12:00 pm

All Saturday races 60 miles. Sunday Novice race 80 miles.
Amateur & Expert race 100 miles.

ENTRIES LIMITED TO 350 riders per race — total 5 races, entries accepted by mail **ONLY** until classes are filled. **START POSITION DETERMINED BY POSTMARK.**

ENTRIES OPEN NO EARLIER THAN MARCH 9th. BY POSTMARK. Use only offical U.S. Post Office postmark — **NO** business postage meter postmark or hand carried entries accepted. All entries postmarked before March 9th will be returned.

Entry **MUST** be sent with $20.00, entry blank and 2 (9x4) self addressed stamped envelopes for each entrant. We will recognize any legitimate 1977 competition license, such as DRA, District, Moto X, etc.

YOU MUST SEND A PHOTO COPY OF CURRENT 1977 CARD, NO photo copy means unclassified, unclassified riders either join DRA and get classified or enter pie plate Expert. DRA 1977 Membership is $15.00 California resident & $7.50 for Northern California or out of state. Current 1977 DRA members need not send photo copy. **DRA MEMBERS WILL BE PROCESSED AND ENTERED BEFORE NON MEMBERS** due to limited amount of entries.

Big Awards: 25% trophies to Beginners, 1 for every 4 entries. 20% trophies to Nov, Am, and Ex. Super finishing pins, dual points, Club Participation trophy. $5,000 cash and contingency awards, $3,000 medical insurance.

Pay schedule (No Pie Plate, Non Member Wins)

1st overall, $900.00 2nd overall, $350.00 3rd overall, $200.00 Am. Ex. race.
PLUS: 1st Amateur $100.00 1st Nov. $40.00 (Sat. & Sun.) 1st Jr. Senior Ex. $50.00 1st Jr. Senior Am. $40.00 1st Jr. Senior Nov. $30.00 (Sat. & Sun.) 1st Senior Ex. $50.00 1st Senior Am. $40.00 1st Senior Nov. $30.00 1st Advanced Powder Puff $40.00.
1st 0-200, 250, Open Ex $100. 1st 0-200, 250, Open Am. $75. 1st 0-200, 250, Open Nov. $50.
2nd 0-200, 250, Open Ex $50. 2nd 0-200, 250, Open Am. $50. 2nd 0-200, 250, Open Nov. $30.
3rd 0-200, 250, Open Ex $25. 3rd 0-200, 250, Open Am. $25. 3rd 0-200, 250, Open Nov. $20.

All start positions, riders information, decals etc. will be returned one week prior to event date.
Mail to: DRA, California City Grand Prix, PO Box 2605, Calif. City, CA 93505.

info: 714-373-4647

DESERT RACING ASSOCIATION California City Grand-Prix Entry Blank DRA #

Social Security No._____

NAME _____ ADDRESS _____

CITY_____ STATE _____ ZIP_____ PHONE _____

Riding Class: Beg.___ Nov.___ Am.___ Ex.___ Jr.-Senior ___ Senior ___ Powder Puff___ Mini___ Age ___

Make & Size of Bike _____ 3 Wheel__ S/H_____

Club_____ (and or) Shop_____

I do hereby Certify that I possess the necessary skills and physical endurance for an event of this type. It is also understood and agreed that, **Motorcycle Racing is a dangerous activity** so I hold **at no fault** the sponsors of this event their agents or the land owners or managers of the land covered by the event for whatever property damage or injury that I may cause or incur. **I hereby consent to medical aid and transportation** in case of injury **with cost of such aid or transportation to be borne fully be me.**

SIGNED_____ Date_____
(I have read & agree to all the above)

PARENT'S APPROVAL _____ (required if entrant under 18)

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

Ride Silent...

AME
1st & 3rd Sundays
Sprockets Park, Bakersfield
Post entry only $8 Sportsmen $12 Pros
2nd & 4th Sundays
Indian Dunes
Sportsmen $8 mail — $10 post
Pros $12 mail — $15 post
Every Friday Night
Indian Dunes
Post entry only $6 Sportsmen $10 Pros
AME #1 for the year
125 Pro — 250 Pro — 500 Pro
receives a $500 cash prize
& top points Pro receives an
additional $500 cash prize
AME
PO Box 1421, Reseda, CA 91335
213-881-5778
$4,000 medical insurance

CRC
Hobo 100
Enduro
March 20
Lucerne Valley
'A Real Family Enduro'
714-689-6114 days
see calendar
for more info

Youth Division Indian Dunes
Calendar of Events
213-881-5778
Friday, March 11 — Mini Track
Sunday, March 13 - Pee Wee and Junior Cycle Sunday - No 80's
Friday, March 18 - Mini Track
Friday, March 25 - Mini Track

WANT ADS

Help Wanted

Mechanic — Harley-Davidson
Five years experience a must. Top pay for top man. Call Dick Hutchins (213) 749-6235, L.A., Harley-Davidson/Yamaha. (2/TFN)

WANTED EXPERIENCED MECHANIC familiar with Japanese & English motorcycles. (213) 674-1431. (10)

Mechanic — Kawasaki
Must have 3 years experience. Must be able to meet & beat Kawasaki flat rate. Call Tim (408) 246-7323 Grand Prix Cycles, Santa Clara, Calif. (10/2x)

Help wanted
Service manager for Yamaha Triumph shop. Top pay for top man. Also commission sales person. Apply in person. Robert M. Law Motorcycle Sales, 224 N. Anaheim Blvd., Anaheim, CA. (9/2x)

Mechanic Triumph & Norton
Previous shop experience a must. Commissions. Ask for Gene — Sherman Oaks Honda & Triumph (213) 788-2251. (9/2x)

FULL TIME EXPERIENCED YAMAHA parts man. (213) 635-4541. (9/2x)

MECHANICAL ENGINEER to develop and test motorcycle accessories. Four day work week. Degree not mandatory but must be capable of working at degreed level. Send resumes to: Kevin Signorino, 9447 Haines Canyon, Tujunga, CA 91042. (9/3x)

Experienced Yamaha parts mgr.
Good salary for good experience. L.A. area. Cycle News, P.O. Box 498, Dept. CCS, Long Beach, CA 90801. (9/TFN)

Experienced Honda parts man
wanted. Apply Long Beach Honda, 11747 E. Carson St., Lakewood, CA 90715. (213) 860-1354. (92x)

MECHANIC, HONDA-YAMAHA. Full time permanent, experienced only, lots of work, good pay. Also experienced mechanic for summer only thru Oct.-Nov. Immediate employment. Call or write: Sierra Cycle Sales, 180 Home St., Bishop, CA 93514. (714) 873-5194. (10)

Parts person
Honda — Kawasaki experience. 5 day week — Roy's Motorcycle (714) 531-0742. (10/TFN)

Experienced Honda mechanic
To also serve as asst. service manager. Paid vacation, full medical insurance. Only qualified people need apply. Honda Temple City (213) 287-0781. (10)

Experienced mechanic wanted
Experienced mechanic for 5 days week. Paid vacation, group insurance, benefits. Salary open. Rice Honda, 10005 Garvey, El Monte, CA. (213) 443-8866. (10/TFN)

WANTED EXPERIENCED YAMAHA mechanic. Paid vacation, medical, five day week. (213) 635-8058. (10/2x)

MOTORCYCLE SALESMAN WANTED. Experience preferred but not necessary. Apply at Ontario Honda, 1170 West Holt, Ontario, CA 91761. (714) 983-0695 or (213) 331-7115. (9/2x)

Experienced Suzuki Salesman
Also need experienced partsperson. Will help with relocation costs. Send resume and salary requirement to Aurora Cycle, 7409 Aurora No., Seattle, WA. 98103. (10)

Raymond A. Bercovitz previously with Yamaha International Corp.
as Western States motorcycle field service technician is available and wants to get involved in a Yamaha dealership either as partner in the total dealership, buy dealership service department or go to work for dealer as store or service manager with possibility of future buy in. Preferred areas would be either in Los Angeles or San Fernando Valley; but depending upon the amount of personnel involvement in a dealership I am not limited to just these areas. I have much to offer and want to put it to use. Please send reply to: 401 So. Knott #D-2, Anaheim, California 92804 or phone (714) 826-8955 or (213) 939-7085. (9/2x)

Road racers!
We carry a full line of parts for your TA & TZ Yamahas. S & L Yamaha, 5938 Pacific Blvd., Huntington Park, CA. (213) 587-7244. (46/TFN)

Finisher pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20% Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (4/TFN)

Kenny Roberts 500 TT
bike as featured in cycle World Magazine. Mags, disc, etc. $2495. Call (415) 798-2580. (9/4x)

Schwin bicycle frame
With kick stand. Brand new, $25.00. Ask for Jeff (213) 425-1071. (5/TFN)

1973 Husqvarna 250 CR **
I have been working on my B.A. degree and just have not had enough time to ride it. The bike is literally stock. Original bore, brand new 3.00x21 and 4.50x18 "rim-savers" Cheng Shin, 3 tanks (stock, 1.5 gal. MX and 3.5 Vesco), case saving skid plate, J&R silencer plus stock silencer, stock manual and advanced Clymer manual, and numerous factory Husqvarna tools. The bike has been ridden in 3 enduros in the last year. Perfect trail bike or enduro machine. I need the money, getting into another sport. $700. Call Mike (213) 421-4904. (8/TFN)

Ken's custom trailers
4 rail motorcycle trailer, 2,000 lb. capacity, $265.00 Call (213) 862-8601. (4/TFN)

Mission Hills Motorcycles Hodaka HUSQVARNA Montesa
'77 models now in stock. Sale on all '76 models. (213) 785-4289. (8/TFN)

Triumph X-75 Hurricane
One adult owner, factory stock, 10;,000 miles, never dropped. Must see to believe, concours condition. $1995.00. Box 532, Nederland, Colo. (303) 442-6006. (9/2x)

B & M Parts
is now under new ownership. Call us for those hard to find Honda-Yamaha parts. Complete stock of Moto-X accessories. B & M Honda Yamaha Parts, 3013 W. Ball Rd., Anaheim, CA. (714) 827-0220. (7/4x)

Mooch deals "Munari & Norstar Boots" $59.95
Close out on odd sizes, $51.95. Call for sizes. S & L Yamaha,5938 Pacific Blvd., Huntington Park, CA 90255. Will ship anywhere. (213) 587-7244. (20/TFN)

Wanted BSA 750cc Flattracker any parts, pistons, A.R.D. magneto, rods. 3330 Brunswick, Florissant, MO. 63033. (314) 838-1141. (8/3x)

Champion frame 360 Yamaha
Right hand shift. $695.00. Call (415) 798-2580. (9/4x)

1974 Yamaha 360 enduro
Desert special, Works precision shocks, 1900 actual miles, excellent condition, extras. Oversize tires & tank, $600. (714) 683-9805. (9/2x)

360 Yam. Trackmaster
Fresh rod & piston, new chamber, Kendic carb, Barnes rear, spares, Webco head, H-D mag, needs shocks, $650.00. Also 750 Kaw. parts. (213) 545-1481. (9/2x)

TRICK '73 SL 70 HONDA, $250.00 or best offer: '71 Montesa, basket case, 125 & 175 barrel, pipe, piston, extras, best offer. 395 Chevy. engine, Turbo trans., like new, $450.00. (714) 962-4993. (9/2x)

'76 AW 400 Maico
in ex. condition. Factory forks & shocks, frame fixed, new top end & much more. Sano wheels also. $1195. Tustin area (714) 538-9717. (9/2x)

1974 mag Husky 250
Wide-ratio gearbox, '76 head, new top and bottom ends, air forks, gas Curnutts, Mikuni, MX and Vesco tanks. Like new — $700. (213) 285-6732. (9/3x)

Jawa speedway/Suzuki GT250
Quitting bikes — sell or trade for car or truck. 500cc ESO Jawa, fast, few races, spares, $950. 1974 Suzuki twin, cafe racer, clip-ons, chambers, $500. (714) 838-2902. (9/4x)

Dunstall cafe kit
For Kawasaki H2 750. Yellow, never used. Includes body, fairing, seat, set-backs, clip-ons, etc. Listed $410.00. Yours for $150.00. (209) 478-0642. (9/2x)

'74 Husky CR250
Excellent condition, lay/down gas Girlings, new Barum tires. $600.00 or offer. (209) 586-5129 or (209) 586-4793. (9/3x)

B.T. CR Honda 100
C & J frame like new, $1450.00. Bryon Antonicci (714) 443-1913. (9/2x)

KTM 175, 1976
Mikuni carb — skid plate — excellent cond. (213) 320-3738. $900.

Custom-fit racing rearsets
Built to your size and riding position. Beautifully crafted of aircraft materials with satisfaction guaranteed. $50 & up. (213) 823-8528. (9/4x)

Russ Darnell/Team Husqvarna
Five day MX Training camp. Easter Vacation April 4 thru 8. Hollister Hills, Hollister, Calif. Train like the factory riders. All MX Techniques covered. Personal attention for every student. Entry fee $100.00, entries are limited so call now for information and reservation. (213) 249-5032 or (213) 367-1722. (9/6x)

'76 Yamaha YZ 175 monoshock
1 race, excellent condition, clean, no dings. Need cash, $750/offer. (714) 683-5799. (9)2x)

1976½ 250 GP Husky. Snake pipe. Perfect throughout, $1150. (213) 367-1722. (8/3x)

TA125 Yamaha RR
New top and bottom end, Dunlop tires, some extras, raced very few times, must sell! Best offer! Need money! Ask for Bill. (213) 269-0148. (8/3x)

Maico 75 400
Cantilever — air forks — up-pipe 8 ga. spokes. $800 (213) 765-4322, 994-0462. (8/4x)

Kenny Roberts 500 TT
$1,995.00. Call (415) 798-2580. (9/4x)

ARAGON TRAILER. 3 rails, 6 ply tires, $225. BULTACO 100cc, short wheel base, excellent wheelie bike, $250. (213) 441-2540, evenings. (9/4x)

S.T. T.T.
'72 Yamaha 250. 19" front wheel clean, fast, $550 or ? (213) 428-6186. (10/2x)

WANTED BSA A65 for parts. Call collect (408) 371-2454. (10)

SUZUKI 550 motor, $75.00. YAMAHA 650 motor, $200.00. Both legal. (213) 477-4327. (10)

'76 RM 370
Used 3 times, T.O.P. After 4 p.m. (213) 869-3873. (10)

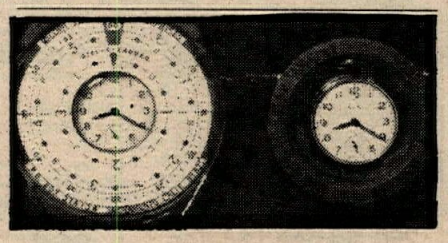
Penton KTM MC5 alloy side panels & inner fenders
Polished to a high lustre. Don't crack like stock, $16.95 ea. Specify side. Self adhesive foam backing for air box side panel, thicker than stock. A must! $3.50 ea. New light weight alloy inner fenders, won't break like stock, clears chain and pipe, matches side panels, only $14.95 ea. Dealers inquiries invited. Send check or money order to: Trails End, 16394 E. 14th St., San Leandro, CA 94578. (415) 278-1565. (9/TFN)

'75, 400 MONO, '75½, 450 MAICO. Both in great condition. Desert and motocross equipment. LOTS of extras. Must sell!! Need money. $500 & $700. (714) 599-3102. (10)

400 mono B
Cable brake — White Bros. pipe — custom seat — really roost 'em — best over $700. Days (714) 894-0222 — nites, weekends (714) 962-7268. (10)

'74 CR125 Elsinore, $425.00
New top end, lay down Bilstein shocks, J-bars, Mikuni carb., air forks, many extras, good condition. Not ridden in one year. Call (213) 923-2414. (10)

'76 RM125A
Ridden eight times, mainly trail ridden, raced once. Has chain tensioner, Hex bolts in side cases, Andre bars, and gas filter. Excellently maintained. $600.00. (714) 774-4440. (10/2x)



1) ENDURO TIMEKEEPER ("Dial-A-Enduro") $29.95 (wo/watch $23.95). 2) POCKET WATCH HOLDER $9.95. (10 day trials — $1.00 for post. & hand. — California residents add tax.) Bonar Ent., 3128 Auburn Blvd., Sacramento, CA 95821. (35/TFN/E.O.I.)

450 Husky WR clean & fast
1973 Husky, excellent condition, Trelleborgs, spare parts + more. 1969 Super Rat, Konis, Metzeler, Tetarini's, $225. 1973 Kawasaki 250 enduro, low mileage, cherry shape, $495. (213) 376-2356. (10/2x)

'76, 125YZC Yamaha
Like new, $800.00 or offer. Need cash, bought pool table. (714) 638-7316. (10/2x)

Two speedway Jawas
One raced only twice, with less than 5 hours total since new. Out of the crate condition, $1500. The other is totally new throughout, aluminum tank, solo seat, Akronts, includes 5 new 22" tires, $1300. Both bikes have 2 speed trans. and are immaculate inside and out. Call (213) 325-0680 or (213) 539-4648. (10)

'76 Yamaha YZ250
Good cond., never raced, $100.00 and take over payments of $52.00 month. (213) 927-3571. (10)

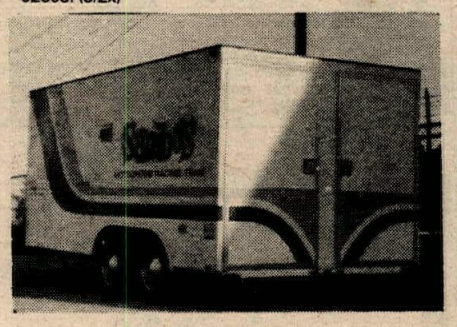
'73 OSSA 250cc. VERY FAST, very clean, lots of new parts, $450.00. (213) 433-2898. (10)

1973, 360 MX YAMAHA — FAST, desert bike w/desert tank, $375 — 1974, 250 YAMAHA trials, like new, $450. (714) 595-8390. (10)

Journeyman Smuggler
'72 — 14', sleeps 6, carries 5 motor bikes — good cond. $1,600. JW 1898 — (714) 893-3281. (10)

'72 Trackmaster 360 Yamaha
TT & ST special. Stock engine, new piston, ring, etc Extra spool rim & wheel. Very clean, ready for race Will bargain at $650. (213) 848-6727. (10)

Needed Now!!
Sales Reps — All areas open & will be protected — Good line of products — Very competive prices — Apply in confidence P.O. Box 3682 Anaheim, CA 92803. (8/2x)



Delux Enclosed Trailer
Box is 14 ft. long and 8 ft. wide. Completely insulated with work bench & six inside lights. Set up for six bikes. $1995. (805) 962-3096. (8/4x E.O.I.)

KTM Penton MC5 skid plates
Contoured and form fitting aluminum skid plate. Protects those valuable center and side cases. A must for all riding situations. Heavy duty but only 2½ lbs. Includes all necessary brackets. Installs in minutes. $26.95, send check or money order to: TRAILS END, 16394 E. 14th St., San Leandro, CA 94578. (415) 278-1565. Calif. residents add sales tax. (10/TFN)

Yamaha YZ80, $345
New motor, laid down shocks, big carb. Fun & Fast reed & air. New 3.60x14 rimsaver, Skyway, spares, xlnt. cond. (714) 968-0852. (10)

'76 Yamaha YZ125X
Ridden 4 times, extras, abolutely perfect. $725.00. (805) 967-1993. (10)

'71 Husky 250 MX 8 speed
Excellent condition, seldom ridden, full shop manual & extra parts. $500.00. (714) 962-3513. (10)

Top-Kat by Hollowform
Seven foot cab-over sleeper for import PU's — takes bike inside. Indestructible Marlux plastic means streamlining and light weight (350 lbs.) for better highway mileage than empty. Has icebox, table, curtains, and queen-size bed. Excellent condition, cost $1175 new. Asking $650 for camper alone, or $2500 on my '74 LUV. Call 12-3 Sat. thru Wed., or 6-9 Thurs. thru Sun. (408) 984-6489. (10)

'74 Yamaha 360 engine
Runs great, complete with C.D.I., carb, pipe and extra barrel, head, piston, $350.00. Williams ½ mile pipe for 250 Yam., $50.00. 19" T.T. front wheel with tire, $50.00. Yam. XS650 cases, $90.00. Will make deal, must sell. Call after 6 p.m. (408) 264-1798 or (408) 267-1978. (10)

RM370B SUZUKI LIKE NEW. Perfect condition, must sell this week. (714) 998-4847. (10½2x)

250, 5 speed Maico
Excellent cond. Too many extras to list. New parts. $775.00. (714) 831-0601, after 7:00 (714) 831-2446. (10)

'77 TT 500 Yamaha
Ridden 6 times, 15½ S&W Freon shocks, S&W fork kit, White Bros. pipe, K&N filter, lic. plate, absolutely cherry. $1350.00. (714) 883-6554. (10)

XL 250 parts
Primary case, right side Dynamo case complete. Stock tank & seat, coils, stock cables, carbs, much more. Jim (213) 671-9190. (10)

Yamaha 125 basket case
'74 enduro needs rod. '77 license, $225.00. Jim (213) 671-9190. (10)

Kawasaki 125
1968 fork brace, knobbies, up pipe, runs good, $175.00. Jim (213) 671-9190. (10)

Wanted
CYCLE WORLD magazines, 1962/71 inclusive. Good price paid for clean copies. Phone (213) 254-8341 in evening. (10)

'74, 250 Pursang
Super clean, stock piston, Magura controls, Terry cables, moved up Fox Shox, Hanneman tank, skid plate. See it at AAA Cycle. $575.00. Call after 5 p.m. (714) 675-9282. (10)

C&J 440 XL Honda
Fast & dep. — good cond. Cost over $2,800.00 new — $1400.00. (714) 365-3614 bus., (714) 365-7193 home (10)

Suzuki RM100A
Miller Mano pipe & head, extra parts, $400. (213) 928-1248. (10)

Candy Hawthorne's racing XR
Race ready, A-1 condition, $700. Canoga Park (213) 883-4460. (10)

1976 TT500 Yamaha
Like new, enduro lighting, licensed, $1050. (916) 475-3579. (10)

'74 XL403
Ceriani, S&W, Yoshimura cam & head, 19 & 21" frnt. whls., K81s, 3 exhst., tools & many extrasz. 8000 mi., exlnt. cond. $750. (213) 379-4013. (10)

'76 RM 370
Rebuilt top end, port work, clean, $900. Eve. (213) 868-6506. (10)

1973¾ HUSKY LIKE NEW. Broke leg 2 years ago, ridden twice since. Original bore, skid plate, Skyway, many extras, $600. Also '69' Husky basketcase, $75.00. (714) 979-6290. (10)

Speedway Jawa
Jawa 500 — excellent condition, 19" & 22" wheels & tires plus all gearing and other equipment needed to race speedway. Make offer. Call Steve Schlanser (213) 795-1003. (10)

2 Wasp sidehacks & Wasp parts
'76 Wasp Gran Prix with left hand MK IV hack, new 810 Honda, 2 sets mags & Fox gas shocks, discs, etc. All new parts, never out of garage, $2800 complete. Used, Wasp/Honda 750, X-Haller Bros., Monihan rig, fresh winter rebuild in/out, $1500.00 + new Grand Prix Wasp parts, front end, etc. Will deliver hacks as far as Aspen, Colo. You pick-up from there. Call Diesel Dave (Ohio), work (216) 928-5670, home (216) 673-7216. (10/3x)

A different CR
Honda CR-93, 125cc, DOHC road racer. Eight valve, twin-cylinder in PERFECT condition. If you know what it is, you know it's worth the price of a KZ1000. Contact John Weed, (707) 984-2013. (10/2x)

360 YZ monoshock
Must sell, mint cond. w/extras. Stored last 18 months, $495.00 or best offer. (714) 737-1822. (10)

'74 Honda Elsinore 125
Immaculate condition, runs very strong, $350. Call aft. 5 (714) 642-1321. (10)

Fastest Pursang you'll ride
'75, 360, ported, balanced & blueprinted. Specially ground trans., Barnett clutch, gas Girlings, air forks, chain tensioner, GP tank, Metzeler & Barum tires, plus a lot more. Must sell, $800.00 or reasonable offer. (213) 446-0297. (10)

'75 ATC90
Good condition. (213) 335-0601 or (714) 534-6900. (10)

'74 KTM Penton 250, $650
(213) 241-5793 or (213) 242-8920 eve. (10)

Speedway bike
Race ready, 10 laps on fresh engine, xtra pipes, carb, vlaves, tires, more. Everything goes. $1,200. (714) 653-1650. (10)

'75¾ Bultaco Sherpa T
Modified frame and suspension, new top end, 2 plys, green sticker, spark arrestor, extras. Excellent, $675. (213) 249-7376 or (213) 248-1243. (10)

'72, 250 CR Husky
Ex. condition, rebuilt top end and bottom end, plastic fenders, Boge shocks, good tires. Must see and ride to appreciate! $575/offer. (805) 648-6389. (10)

Motorcycle dynamometer
HARTZELL #310XL, up to 100 h.p., 2 blowers, head and exhaust temperature, digital H.P. and torque readout, speedo and tach. Volt and OHM meter. Original cost $4,495. Selling price, $2,900. 9-6 Tues.-Sat. (314) 423-8600. (10/3x)

'73 Honda CR-125
FMF pipe, porting, Webco head, air forks, forward mounted Konis, partly rebuilt trans., extra D.G. laydown kit. $450. (213) 249-4423. (10)

KSS Velocette spares
350 overhead cam engine parts, transmission parts, complete '47 frame, gasket sets. Send requests to: Kevin Jannelle, 112 Park St., San Rafael, CA 94901. (10)

Miller Mano YZ80C racer
Ex. cond., raced less than 10 times. Completely built. $600.00 invested, VERY FAST! After 5 p.m., Scott, VERY SANO! (714) 544-6380. (10)

Need ride to D-37 enduros
Use your van — I'll pay gas expenses. San Fernando Valley to all D-37 and Calif. National Championship enduros. Must be serious and reliable. Phone evenings (213) 880-4889. (10)

TM Suzuki 125
Custom moved up shocks, pipe and paint. Engine completely redone. Showroom condition, $375. (714) 496-0964. (10)

Full Bore boots
Almost brand new, size eight, used five times, $45. (213) 633-1867. (10)

J.A.P. motor for sale
New piston, head and valves. Recent crank rebuild, $250. (213) 348-0287. (10)

GO-CART WITH 350 YAMAHA TWIN and flotation tires. Excellent sand rig. Previous owner claims 121 MPH turned at Amarillo Drag Strip. I will pay freight & send to you for $775.00. (806) 323-6016. (10)

'75, 400 monoshock MX
Tricked out, desert ready, $600.00. (213) 866-7996. (10)

'73, 3-RAIL MOTORCYCLE TRAILER, $150.00 or offer. (714) 545-2974. (10)

Super Montesa VR
New rebuilt engine, air forks, laydown shocks, top shape, priced for quick sale at $410. Ron in Redondo Beach (213) 376-4811. (10)

'74 HONDA "XR, 75" HAS CAM, carb, DG pipe, air forks, Konis, fresh motor, Barnett clutch, exc. Have stock parts, very cherry, $350. After 6:00 p.m. (213) 394-8632. (10)

1976 RM250A, COMPLETELY stock, no tricks, $700.00. Must sell! (213) 693-3472. (10)

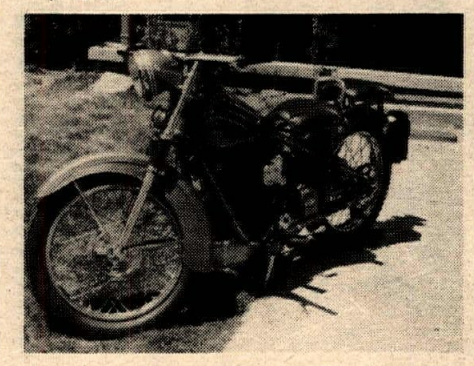
'75 Honda CR125
Race ready, highly modified, very reliable and very clean. $500.00 or reasonable offer. (213) 378-7180. (10)

"Racers edge" Suzuki RMA 125
Super sano engine with F.M.F. porting, F.M.F. up pipe, and F.M.F. 34 Mikuni. Bike also sports Mototek ign., Fox Shox, Fox air/spring fork kit, 21" Sun rim, Metzelers front and rear. A total racing package — never raced! School expenses force sale, $950.00 or best offer. (213) 839-4952. (10)

Classic motorcycle drawings
Reproductions of your favorite classic & antique motorcycles. Velocette, Vincent, BMW, Matchless, Norton, Indian, Ariel, B.S.A. and more. Send for free brochure. H.R. Johnson, P.O. Box 39373, Los Angeles, Calif. 90039. (10/3x/EOI)

Speedway J.A.P.**make offer
Excellent, race ready, Hagon framed JAP 1975 model, along with Rotrax JAP, practice machine, offer on lot, stock & barrel or sell separately (spares). (213) 927-8175. (10/2x)

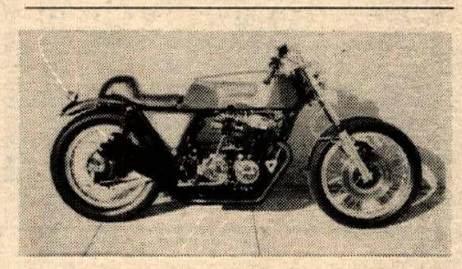
Champion 750 Yamaha
Barnes, Cerianis, Girlings. Engine just gone through. Spare engine, rear wheel and lots more. Ready for "77". $1850.00. (714) 658-7891 night or (714) 925-0533 day. (10/4x)



'46 Nimbus
Restored. Chrome and paint new, runs well. $19.75. (415) 341-9064. (10)

RM 250 1976 B Equipt
Immaculant condition, fresh equipment remote shocks excellent. (714) 462-9623, (714) 448-0670. (10/2x)

Husky 250 GP
Excellent cond. Heavy duty wheels, new Girling shocks $950. (213) 424-1179. (10)



Cafe Racer
73 Honda 750 K-3, 836cc, Venolia pistons, K&H cam, Barnett clutch, Borrani rims, super Byke accessories, Titan tank, dual front disc brakes. $1300.00 (213) 795-1003. (10)

73 Husky 400 MK
Vesco and 4 & 2 Gal ST & CK tanks, Mikuni, extended swingarm, sin. curnutts, and much more. See at Pesky's Suzuki, Canoga Park. $499.00 (213) 887-0387. (10/2x)

CZ CZ CZ CZ CZ CZ CZ CZ CZ
Frame laydown $55.00, Up-pipes $79.00, G.P. porting, $60.00, aluminum side panels $24.00, air fork kits $11.00, complete line of CZ parts & accessories. Grand Prix Specialties, 1312 Burbank Blvd. Burbank, Calif. 91502 (213) 846-4405. (10/3x)

76 Husky 250 CR
Like new — never raced, ridden only 8 hrs. Extras. Sacrifice $995. (213) 887-0372. (10/2x)

Business opportunity
Established motorcycle and snowmobile business serving counties in Eastern Montana and the Yellowstone Valley. Dealership for Honda, Kawasaki and Yamaha motorcycle and Yamaha snowmobiles. Phone (406) 482-2398. (10/2x)

'74 Husky 250CR Mag. like new
Inside and out. Very sharp, very quick. Chrome tank, gas Girlings. See to appreciate. $695/offer. (714) 494-5051. (10/2x)

'76 Yamaha YZ100
Bought new September '76, ridden very little — excellent like-new condition. Must Sell! $695 or Best offer. (714) 787-9005. (10)

'76 360 Husky
Desert equip., new bike ordered, must sell. $900.00 (714) 599-4275. (10)

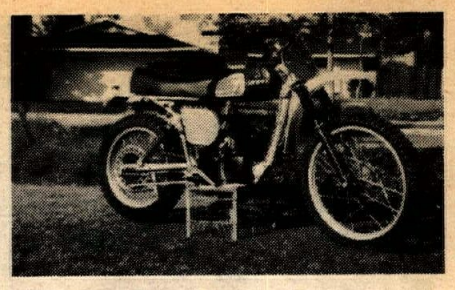
KTM owners
Diamond 530 heavy duty chain $2.75 ft. (213) 860-7156. (10)

'71 Yamaha 250 MX
Needs light work on tranny, air forks, FMS, 3.5 plastic tank, "Trickit" thermo-flows, call weekdays after 6:00 p.m. $200.00 (714) 595-3035. (10)

400 Maico
'71, Immaculate condition. Fast and strong. Many extras and trick parts. Must see to appreciate $475.00 (213) 281-3919. (10)

'76 RM 370
Excellent condition. Air Forks. S&W shocks. Little use. $900.00 (213) 773-0477, (213) 587-2459. (10)

1976 370 RM Suzuki Special
Total trick, new everything, ported, transfer ports, special pipe, supper fast, never raced, lots of extra parts, asking $700.00 or trade for XL350 Honda (213) 994-6239. (10)



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(Continued from page 2)

The state staffers were enthusiastic over the outcome. Roger Calloway, one of three planners in attendance, said "Our plans parallel their (the user committee's) comments . . . The audience seemed very happy with the solutions."

Vasconselos added, "We got our committee together and in one long night we'd thrashed out the framework of our plan — something the state had been trying to do for seven months. I hope this will serve as a model when things start happening in Southern California."

The general plan, though approved by the state planners and the user public, still had to clear a heavy hurdle — final approval of the Sierra-Club-stacked Parks and Recreation Commission in September. State staffers, who know how the commissioners respond, encouraged riders to actively lobby in favor of the Hollister Hills plan by writing the commissioners directly (c/o Parks & Recreation Department, P.O. Box 2390, Sacramento, CA 95811), as well as Director Rhodes and Governor Brown. ●

CORVA denounces BLM at State Convention

IRVINE, CA, MAR. 5-6

Declaring that "We will have nothing further to do with your organization," National Outdoor Coalition Chairman and CORVA delegate Dick Moon climaxed a step-by-step denunciation of Bureau of Land Management (BLM) off-road vehicle management policies. The action came during a tense open discussion session between California Off Road Vehicle Association (CORVA) convention delegates and a handful of spokesmen from the California Highway Patrol, the U.S. Forest Service, the California Department of Parks and Recreation and the BLM.

The "straw that broke the camel's back" had been the Bureau's decision to close a corridor leading to the Glamis/Imperial Dunes area north of State Hwy. 78 in Imperial County. Moon and other delegates to CORVA's state convention quizzed BLM representatives at length, both privately and publicly, moving relentlessly from point to point as if to build a case for further action. After the discussion's heated conclusion, delegates interpreted Moon's final words as meaning that the association and its member clubs would begin to conduct business and events as if the BLM did not exist. No official comment could be gotten from the Bureau at press time. ●

Ascot 100-lap TT may be on TV

The $3500 Expert purse could double to $7000 if American Broadcasting Co. exercises its "Wide World of Sports" telecast option for the March 27 AMA-sanctioned 100-lap Ascot TT. Promoter J.C. Agajanian is currently negotiating with the network to pick up the telecast of the 14th running of this traditional early-season event.

Entries for the race are now being accepted at the Agajanian Enterprises offices, P.O. Box 98, Gardena, CA 90247. For entry or ticket info, call (213)321-5323.

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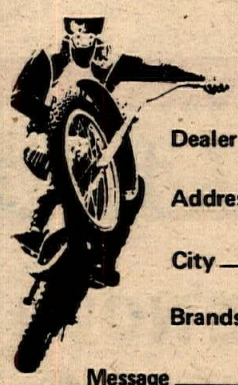

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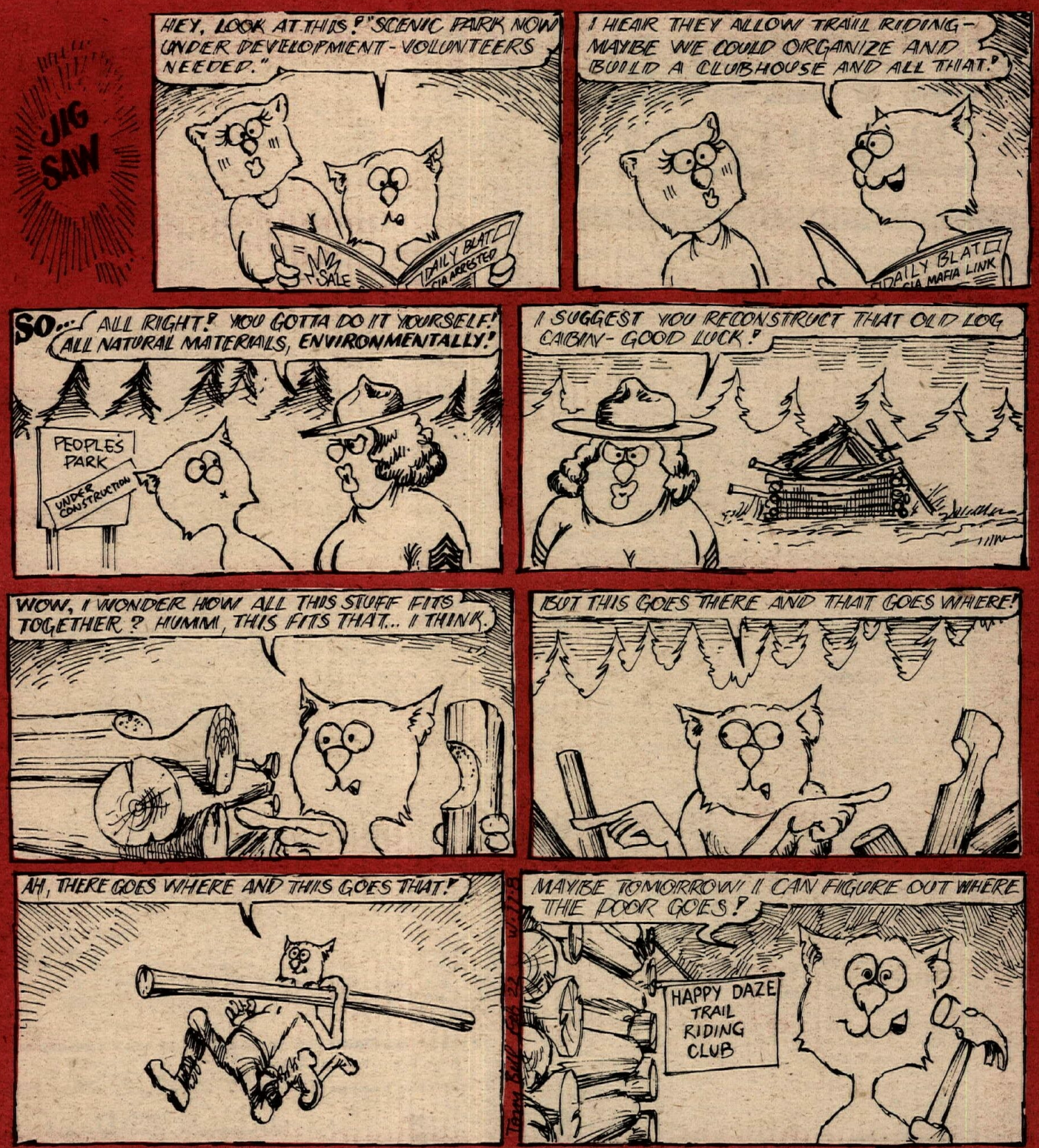

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